TRAINMASTERS

W. W. McDONALD	Portland
E. D. SMITH	Eugene Yard
O. D. ALLISON	Eugene Yard
Z. T. ADAMS	Roseburg
L. R. SMITH	Portland
D. C. STAHLMAN	Hillsboro

TERMINAL TRAINMASTER

J. A. COPELAND	Brooklyn

ASSISTANT TRAINMASTERS

G. M. JOYCE	Medford
L. L. HOLGATE	Crescent Lake
T. McDANIELS	Crescent Lake
L. W. GARRISON	Portland

ROAD FOREMEN OF ENGINES

C. J. RIEDEL	Portland
F. J. JOST	Eugene Yard

ENGINEMEN INSTRUCTORS

E. D. MAY	Portland
F. R. BLEVINS	Eugene Yard

CHIEF TRAIN DISPATCHERS

J. I. LOVE	Portland
V. N. FIELDS	Eugene Yard

K. K. SCHOMP
Assistant Superintendent, Portland

SOUTHERN PACIFIC COMPANY

SOUTHERN PACIFIC SAFETY

PORTLAND DIVISION

TIMETABLE

139

EFFECTIVE SUNDAY, JUNE 2, 1946
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

L. P. HOPKINS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. R. E. Poston	Asst. Dist. Physician and Surgeon
Ashland	Dr. E. A. Woods	Oculist and Aurist
Medford	Dr. W. G. Bishop	District Physician and Surgeon
Grants Pass	Dr. C. J. Moser	District Physician and Surgeon
Grants Pass	Dr. W. A. Moser	District Physician and Surgeon
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist
Glendale	Dr. A. J. Fawcett	District Physician and Surgeon
Myrtle Creek	Dr. J. C. Maxson	District Physician and Surgeon
Roseburg	Dr. E. J. Wainscott	District Physician and Surgeon
Roseburg	Dr. B. R. Shoemaker	District Physician and Surgeon
Roseburg	Dr. A. C. Seely	Oculist and Aurist
Sutherlin	Dr. I. A. Dunlap	District Physician and Surgeon
Oakland	Dr. B. F. Devore	District Physician and Surgeon
Yoncalla	Dr. R. F. McKaig	Emergency Physician and Surgeon
Drain	Dr. Bertha L. Devore	District Physician and Surgeon
Cottage Grove	Drs. G. L. and W. H. Earl	District Physicians and Surgeons
Springfield	Dr. W. H. Pollard	District Physician and Surgeon
Springfield	Dr. Melvin S. Jones	District Physician and Surgeon
Westfir and Oakridge	Dr. W. E. Harris	District Physician and Surgeon
Wendling	Dr. C. H. Atwood	Emergency Physician and Surgeon
Eugene	Dr. W. B. Neal	Division Physician and Surgeon
Eugene	Dr. George P. Winchell	District Physician and Surgeon
Eugene	Dr. C. D. Thompson	District Physician and Surgeon
Eugene	Dr. M. G. Howard	District Physician and Surgeon
Eugene	Dr. A. H. Norton	Oculist and Aurist
Eugene	Dr. O. R. Gullion	Oculist and Aurist
Junction City	Dr. W. T. Pollard	District Physician and Surgeon
Albany	Dr. B. R. Wallace	Emergency Physician and Surgeon
Albany	Dr. G. W. Bohl	Emergency Physician and Surgeon
Salem	Dr. E. S. Fortner	District Physician and Surgeon
Salem	Dr. M. C. Findley	Oculist and Aurist
Salem	Dr. W. W. Baum	Assoc. Dist. Physician and Surgeon
Salem	Dr. L. O. Clement	Asst. Dist. Physician and Surgeon
Salem	Dr. W. N. Thompson	Asst. Dist. Physician and Surgeon
Woodburn	Dr. E. S. Donnelly	District Physician and Surgeon
Aurora	Dr. B. F. Giesy	Emergency Physician and Surgeon
Canby	Dr. J. F. Dinsmore	Emergency Physician and Surgeon
Portland	Dr. E. M. Anderson	Division Physician and Surgeon
Portland	Dr. John S. Rankin	District Physician and Surgeon
Portland	Dr. L. Monson	District Physician and Surgeon
Portland	Dr. R. F. Davis	Oculist and Aurist
Portland	Dr. R. S. Fixott	Assistant Oculist and Aurist
Portland	Dr. A. J. Browning	Associate Oculist and Aurist
Reedsport	Dr. J. S. Eastland	District Physician and Surgeon
Florence	Dr. N. J. Dunn	Emergency Physician and Surgeon
North Bend	Dr. Ennis Keizer	District Physician and Surgeon
Marshfield	Dr. G. E. Dix	District Physician and Surgeon
Marshfield	Dr. R. J. Dixon	Asst. Dist. Physician and Surgeon
Marshfield	Dr. Bernard Barkwill	Oculist and Aurist
Coquille	Dr. James Richmond	District Physician and Surgeon
Myrtle Point	Dr. H. H. Thomas	Emergency Physician and Surgeon
Silverton	Dr. R. E. Kleinsorge	District Physician and Surgeon
Mill City	Dr. D. W. Reid	Emergency Physician and Surgeon
Stayton	Dr. Burl Betzer	Emergency Physician and Surgeon
Scio	Dr. A. G. Prill	District Physician and Surgeon
Lebanon	Dr. J. S. Booth	District Physician and Surgeon
Lebanon	Dr. N. E. Irvine	District Physician and Surgeon
Brownsville	Dr. G. M. Larson	District Physician and Surgeon
Toledo	Dr. H. R. Kauffman	District Physician and Surgeon
Newport	Dr. W. S. Thurtell	Emergency Physician and Surgeon
Sherwood	Dr. F. T. Rucker	Emergency Physician and Surgeon
Newberg	Dr. C. A. Bump	Emergency Physician and Surgeon
Newberg	Dr. F. T. Wilcox	Emergency Physician and Surgeon
Beaverton	Dr. C. E. Mason	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
GOOD SAMARITAN HOSPITAL	PORTLAND
ST. VINCENT'S HOSPITAL	PORTLAND
EMERGENCY HOSPITAL	BROOKLYN

EASTWARD

FIRST CLASS

Timetable No. 139

June 2, 1946

Capacity of sidings in car lengths	20 Klamath Leave Daily	18 Oregonian Leave Daily	14 Beaver Leave Daily	12 Cascade Leave Daily	16 West Coast Leave Daily	330 Rogue River Leave Daily	Mile Post Location		STATIONS	Distance from Crescent Lake
Yard Limits Psgr 45 YBKWOP	PM 2.25	AM 8.55	AM 5.45	AM 5.30	AM 12.30		528.6	Automatic Block System	TO-R **CRESCENT LAKE**	0.
93 P	2.32	9.01	5.50	5.35	12.35		532.1		3.5 **ODELL LAKE**	3.
E 143 W 144 Yard Limits WYP	f 2.42	9.10	5.55	5.40	12.42		536.7		4.6 TO **CASCADE SUMMIT**	8.
113 P	2.54	9.18	6.03	5.48	12.51		540.8		4.1 **ABERNETHY**	12.
98 IWP	**3.11**	9.30	6.15	6.00	1.03		546.0		5.2 TO **CRUZATTE**	17.
108 IP	3.22	9.42	6.26	6.11	1.15		551.3		5.3 **FRAZIER**	22.
101 YP	**3.32**	9.52	6.35	6.20	1.25		554.8		3.5 TO **FIELDS**	26.
108 WP	3.45	10.05	**6.47**	**6.32**	1.37		560.4		5.6 TO **WICOPEE**	31.
99 P	3.53	10.15	6.55	6.40	**1.45**		564.2		3.8 **HEATHER**	35.
100 WP	4.03	10.27	7.05	6.50	1.57		569.3		5.1 TO **McCREDIE SPRINGS**	40.
106 P	4.15	10.41	7.17	7.02	2.09		575.3		6.0 **PRYOR**	46.
Yd. Lmts. Psgr 55 BKWOYP	s 4.29	10.55	7.28	7.13	s 2.22		580.5		5.2 TO-R **OAKRIDGE**	51.
P							581.7		1.2 TO-R **TUNNEL**	53.
P							582.7		1.0 TO **WESTFIR**	54.
62 P	4.33	11.00	7.32	7.17	**2.26**		583.5		0.8 **HEMLOCK**	54.
100 P	4.37	11.04	7.35	7.20	2.33		585.6		2.1 **LOOKOUT**	57.
123 P	4.45	11.12	7.43	7.28	**2.43**		592.1		6.5 **ARMET**	63.
103 P	4.52	11.18	7.50	7.35	2.50		595.9		3.8 **RESERVE**	67.
100 WP	**4.58**	11.25	7.57	7.42	2.57		600.8		4.9 TO **CARTER**	72.
24 P							603.3		2.5 **LOWELL**	74.
99 P	5.08	**11.32**	8.04	7.49	**3.04**		605.4		2.1 **PENGRA**	76.
101 P	5.15	11.38	8.10	7.55	3.10		610.1		4.7 **HILLS**	81.
29 P							611.9		1.8 **JASPER**	83.
101 P	5.23	11.44	8.16	8.01	3.17		614.1		2.2 **NATRON**	85.
Yd. Lmts. P							618.0		3.9 R **MOHAWK JCT.**	89.
96 WYP	5.32	11.52	8.22	8.07	3.26		619.4		1.4 TO-R **SPRINGFIELD**	90.
P	5.34	11.54	8.24	8.09	3.28	AM 2.30	620.6 644.3		1.2 TO **SPRINGFIELD JCT.**	92.
100 P	5.36	AM 11.56	8.25	8.10	3.30	2.32	645.1		0.8 **JUDKINS**	92.
Eugene yard BKWP	s 5.40 PM	s 12.01 PM	s 8.30 AM	s 8.15 AM	s 3.35 AM	s 2.37 AM	647.3		2.2 TO-R **EUGENE**	95.
BKWOTYP							649.2		1.9 TO-R **EUGENE YARD**	96.
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(96.9)	
	(3.15) 29.82	(3.06) 31.26	(2.45) 35.23	(2.45) 35.23	(3.05) 31.43	(0.07) 25.71			Time over District Average Speed per Hour	

RULE 72. Eastward inferior trains may run ahead of delayed first-class trains between Springfield Jct. and Eugene Yard.

RULE S-72. Exceptions: No. 330 is superior to Nos. 11, 13, 15, 17 and 329.

Nos. 12, 14, 16, 18 and 20 are superior to No. 329.

RULES 86 and 93. Train movements, except first-class between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6491 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Fall Creek (Spur)	608.4	8

RULE 5. Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
16	Cascade Summit, Westfir	Eugene	Klamath Falls	Daily
16	Fields, Wicopee	Any Station		Sunday
18	Oakridge	Eugene	Berkeley	Daily
20	Abernethy, Cruzatte, Wicopee	Any Station		Sunday
20	McCredie Springs	Eugene	Crescent Lake	Daily
20	Lowell, Springfield	Eugene	Gerber	Daily
20	Fall Creek, Westfir	Any Station	Any Station	Daily

No. 18 reduce to 10 MPH at Springfield daily except Sunday and Holidays, to exchange U. S. Mail.

No. 20 slow down, stop if necessary at Springfield and Westfir to exchange U. S. Mail, and stop at Jasper on flag to exchange U. S. Mail.

SPRINGFIELD SUBDIVISION

WESTWARD

Automatic Block System

Mile Post Location	Timetable No. 139 June 2, 1946 STATIONS	Distance from Eugene Yard	FIRST CLASS						SECOND CLASS			
			17 Oregonian Arrive Daily	**15** West Coast Arrive Daily	**19** Klamath Arrive Daily	**11** Cascade Arrive Daily	**13** Beaver Arrive Daily	**329** Rogue River Arrive Daily	**671** Freight Arrive Daily	**673** Freight Arrive Daily	**675** Freight Arrive Daily	**677** Freight Arrive Daily
528.6	TO-R **CRESCENT LAKE** 3.5	96.9	AM 4.35	AM s 5.15	PM s 3.55	PM 11.00	PM 11.10		AM 8.40	PM 5.40	PM 10.00	AM 4.10
532.1	**ODELL LAKE** 4.6	93.4	4.30	5.09	3.50	10.55	11.05		8.30	5.25	9.50	4.00
536.7	TO **CASCADE SUMMIT** 4.1	88.8	4.23	5.00	f 3.43	10.48	10.58		8.20	5.15	9.40	3.50
540.8	**ABERNETHY** 5.2	84.7	4.08	4.44	3.26	10.32	10.42		8.00	4.40	9.20	3.25
546.0	TO **CRUZATTE** 5.3	79.5	3.56	4.32	**3.11**	10.20	10.30		7.40	4.20	9.00	3.05
551.3	**FRAZIER** 3.5	74.2	3.45	4.19	2.59	10.08	10.18		7.20	4.00	8.40	2.45
554.8	TO **FIELDS** 5.6	70.7	3.35	4.07	2.47	9.58	10.08		7.05	**3.32**	8.20	2.30
560.4	TO **WICOPEE** 3.8	65.1	3.23	3.53	2.33	9.45	9.55		**6.47** **6.20**	3.05	8.00	2.10
564.2	**HEATHER** 5.1	61.3	3.14	3.44	2.23	9.37	9.47		6.05	2.45	7.40	**1.45**
569.3	TO **McCREDIE SPRINGS** 6.0	56.2	3.03	3.33	2.12	9.26	9.36		5.50	2.25	7.20	1.20
575.3	**PRYOR** 5.2	50.2	2.51	3.21	**1.58**	9.14	9.24		5.30	**1.58**	7.00	1.00
580.5	TO-R **OAKRIDGE** 1.2	45.0	s 2.40	s 3.10	s 1.45	9.02	9.12		5.10	1.25	6.40	12.40 AM
581.7	TO-R **TUNNEL** 1.0	43.8										
582.7	TO **WESTFIR** 0.8	42.8			f 1.28							
583.5	**HEMLOCK** 2.1	42.0	**2.26**	2.55	1.24	8.48	8.58		4.15	12.25	5.40	11.39 PM
585.6	**LOOKOUT** 6.5	39.9	2.23	2.52	1.20	8.44	8.54		4.10	12.20	5.35	11.35
92.1	**ARMET** 3.8	33.4	2.15	**2.43**	1.12	8.35	8.45		3.55	12.05 PM	5.20	11.25
95.9	**RESERVE** 4.9	29.6	2.08	2.35	1.04	8.30	8.40		3.45	11.55 AM	5.10	11.15
00.8	TO **CARTER** 2.5	24.7	2.01	2.28	12.57	8.23	8.33		3.30	11.45	**4.58**	11.05
03.3	**LOWELL** 2.1	22.2			f							
06.4	**PENGRA** 4.7	20.1	1.53	2.21	12.47	8.17	8.27		**3.04**	**11.32**	4.49	10.55
10.1	**HILLS** 1.8	15.4	1.46	2.13	12.39	8.10	8.20		2.50	11.20	4.35	10.45
11.9	**JASPER** 2.2	13.6										
14.1	**NATRON** 3.9	11.4	1.40	2.06	12.28	8.04	8.14		2.40	11.10	4.25	10.35
18.0	R **MOHAWK JCT.** 1.4	7.5										
19.4	TO-R **SPRINGFIELD** 1.2	6.1	1.33	1.59	s 12.21	7.57	8.07		2.25	10.55	4.15	10.25
20.6 4.3	TO **SPRINGFIELD JCT.** 0.8	4.9	1.31	1.56	12.16	7.55	8.05	PM 11.56	2.22	10.52	4.12	10.22
45.1	**JUDKINS** 2.2	4.1	1.30	1.55	12.14	7.54	8.04	11.54	2.20	10.50	4.10	10.20
47.3	TO-R **EUGENE** 1.9	1.9	1.25 AM	1.50 AM	12.10 PM	7.50 PM	8.00 PM	PM 11.50				
9.2	TO-R **EUGENE YARD**	0.0							2.00 AM	10.30 AM	3.50 PM	10.00 PM
	(96.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour		(3.10) 30.60	(3.25) 28.36	(3.45) 25.84	(3.10) 30.60	(3.10) 30.60	(0.06) 30.00	(6.40) 14.54	(7.10) 13.52	(6.10) 15.71	(6.10) 15.71

RULE 72. Westward inferior trains may run ahead of delayed first-class trains between Eugene Yard and Springfield Jct.

RULE S-72. Exceptions: No. 330 is superior to Nos. 11, 13, 15, 17 and 329.

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RULE 5. Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

RULES 86 and 93. Train movements, except first-class, between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6491 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
19	Fall Creek	Any Station	Any Station	Daily
19	Abernethy, Frazier, Wicopee, Carter	Any Station	Any Station	Mon., Wed., Fri.
19	Fields	Any Station	Any Station	Sun., Tues., Thu.
19	McCredie Springs	Any Station	Any Station	Mon., Wed., Thu.
19	Cruzatte	Any Station	Any Station	Sun., Tues., Fri.

No. 17 stop at Cascade Summit to exchange U. S. Mail; and reduce to 10 MPH at Lowell, Westfir and Crescent Lake daily to exchange U. S. Mail.

No. 19 stop on flag at Jasper to exchange U. S. Mail.

BROOKLYN SUBDIVISION

EASTWARD

Capacity of sidings in car lengths		SECOND CLASS	FIRST CLASS						Mile Post Location			Timetable No. 139 June 2, 1946
		686 Local Freight	20 Klamath	18 Oregonian	14 Beaver	12 Cascade	16 West Coast	330 Rogue River				
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**
Eugene yard	BKWP		PM 5.55	PM 12.20	AM 8.40	AM 8.25	AM 3.50	AM 3.00	647.3	Automatic Block System	TO-R	**EUGENE**
	BKWOTYP								649.2		TO-R	1.9 **EUGENE YARD**
	BK		6.02	12.27	8.46	8.31	3.58	3.07	650.2		TO-R	1.0 **BURMA**
101	P		6.06	12.32	8.49	8.34	4.02	3.12	653.0			2.8 **IRVING**
110	P		6.13	12.40	8.56	8.41	4.09	3.20	659.9			6.9 **SWAIN**
24	WP		f 6.17					f	660.6		TO	0.7 **JUNCTION CITY**
80	P		6.24	12.48	9.02	8.47	4.21	f 3.32	665.1		TO	4.5 **HARRISBURG**
104	P		**6.29**	12.53	9.07	8.52	4.26	3.37	670.7			5.6 **FOLK**
87	P		6.35	12.58	9.10	8.55	4.32	f 3.43	673.8		TO	3.1 **HALSEY**
98	WP		6.40	1.03	9.15	9.00	4.39	f 3.50	679.0			5.2 **SHEDD**
97	P		6.45	**1.08**	9.21	9.06	4.46	f 3.57	684.6		TO	5.6 **TANGENT**
Albany yard 160	P		**6.53** 7.03	1.13	9.26	9.11	4.52	4.03	689.9			5.3 **PAGE**
140	BKWOYTP		s 7.15	s 1.20	9.31	9.16	s 5.06	s 4.20	690.9		TO-R	1.0 **ALBANY**
92	P		7.21	1.30	9.38	9.22	5.15	4.30	695.4			4.5 **MILLERSBURG**
91	P		7.26	1.34	9.43	9.26	5.20	f 4.37	699.5			4.1 **JEFFERSON**
109	WP		7.31	1.39	9.49	9.31	5.25	f 4.45	704.2		TO	4.7 **MARION**
101	P		7.38	1.46	9.56	9.37	5.32	f 4.53	710.7			6.5 **TURNER**
Salem yard 105	KWP		7.45	1.53	**10.12**	9.44	**5.39**	5.01	717.4		TO-R	6.7 **PRINGLE**
	BKWOYP		s 7.57	s 2.02	10.15	9.48	s 5.52	s 5.20	718.2			0.8 **SALEM**
72	P		8.02	2.07	10.19	**9.52**	5.59	**5.27**	720.3			2.1 **FAIR GROUNDS**
101	P		8.05	2.10	10.21	9.57	6.02	5.30	722.2			1.9 **LABISH**
99	P		8.10	2.15	10.26	10.03	6.07	f 5.38	726.9		TO	4.7 **BROOKS**
56	P		8.15	2.21	10.31	10.09	6.12	f 5.45	732.1		TO	5.2 **GERVAIS**
Yard Limits 117	WYP		s **8.30**	2.25	**10.35**	10.14	6.17	s 5.58	735.2		TO	3.1 **WOODBURN**
111	P		8.39	2.34	10.42	**10.21**	6.27	6.06	741.6			6.4 **HITO**
Yard Limits 118	WYP		f 8.49	2.41	10.49	10.30	6.37	s 6.18	746.8		TO	5.2 **CANBY**
102	P		8.55	**2.48**	10.55	10.36	6.44	6.25	750.8			4.0 **COALCA**
112	WP		s 9.05	2.57	11.04	10.46	s 6.56	s 6.37	755.5		TO	4.7 **OREGON CITY**
99	P		9.16	3.08	11.15	10.57	7.07	f 6.48	760.0			4.5 **CLACKAMAS**
107	P		**9.21**	3.13	11.20	11.02	7.13	6.54	764.1			4.1 **EAST MILWAUKIE**
Brooklyn yard	P	PM 7.25	9.23	3.15	11.22	11.04	7.15	6.56	765.2			1.1 **WILLSBURG JCT.**
	BKWOTP	7.30 PM	9.25	3.17	11.24	11.06	7.17	7.00	766.9		TO-R	1.7 **BROOKLYN**
			9.28	3.20	11.27	11.09	7.20	7.03	767.9	D.T.		1.0 **HAIG**
	BKIP		s 9.50 PM	s 3.40 PM	s 11.45 AM	s 11.30 AM	s 7.40 AM	s 7.25 AM	771.0		TO-R	3.1 **PORTLAND**
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(123.7)
		(0.05) 20.40	(3.55) 31.61	(3.20) 37.10	(3.05) 40.12	(3.05) 40.12	(3.50) 32.27	(4.25) 28.01				Time over District Average Speed per Hour

RULE 5. Schedule time and train-order time at Brooklyn apply at switch leading to yard, 770 feet west of train-order office.

First-class trains run with caution between signal bridge west of train-order office Brooklyn and Union Station, Portland.

RULE 72. Eastward inferior trains may run ahead of delayed first-class trains Willsburg Jct. to Brooklyn.

RULES 86 and 93. Train movements, except first-class, between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6491 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
330	Chemawa, Hubbard	Any Station	Any Station	Daily
16	Chemawa, Woodburn, Canby		Klamath Falls	Daily
20	Halsey, Chemawa	Portland	Eugene	Daily
20	Harrisburg, Halsey, Tangent	Portland (express)	Eugene (express)	Daily
12-14	Albany, Salem		Davis	Daily

No. 330 stop at Aurora if necessary to exchange U. S. Mail.

No. 18 reduce speed at Halsey and Woodburn to permit U. S. Mail to be thrown into mail car and reduce speed at Oregon City to exchange U. S. Mail and newspapers.

BROOKLYN SUBDIVISION

WESTWARD

Timetable No. 139

June 2, 1946

Mile Post Location			STATIONS	Distance from Portland	FIRST CLASS						SECOND CLASS				
					19 Klamath	**11** Cascade	**13** Beaver	**329** Rogue River	**17** Oregonian	**15** West Coast	**685** Local Freight	**663** Freight	**665** Freight	**667** Freight	**669** Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
47.3	Automatic Block System	TO-R	**EUGENE** 1.9	123.7	AM s 11.50	PM s 7.40	PM s 7.50	PM s 11.27	AM s 1.15	AM s 1.40					
49.2		TO-R	**EUGENE YARD** 1.0	121.8	11.43	7.34	7.44	11.20	1.08	1.33		AM 8.00	PM 2.10	PM 7.15	AM 2.10
50.2		TO-R	**BURMA** 2.8	120.8											
53.0			**IRVING** 6.9	118.0	11.38	7.29	7.39	11.15	1.04	1.29		7.54	2.00	7.03	2.03
59.9			**SWAIN** 0.7	111.1	11.31	7.23	7.33	11.07	12.55	1.18					
60.6		TO	**JUNCTION CITY** 4.5	110.4	f 11.30	7.22	7.32	s 11.05	12.53	1.17		7.42	1.48	6.51	1.51
65.1		TO	**HARRISBURG** 5.6	105.9	11.20	7.17	7.27	10.55	12.47	1.09		7.35	1.41	6.44	1.44
70.7			**FOLK** 3.1	100.3	11.14	7.12	7.22	10.48	12.42	1.04		7.26	1.32	**6.29**	1.35
73.8		TO	**HALSEY** 5.2	97.2	11.10	7.08	7.18	10.44	12.38	1.00		7.21	1.27	6.24	1.30
79.0			**SHEDD** 5.6	92.0	11.04	7.03	7.13	10.37	12.33	12.55		7.12	1.18	6.17	1.19
84.6		TO	**TANGENT** 5.3	86.4	10.58	6.58	7.08	10.31	12.28	12.50		7.02	**1.08**	6.09	1.09
89.9			**PAGE** 1.0	81.1	10.53	**6.53**	**7.03**	10.24	12.22	12.44		6.53	12.53	6.00	1.05
90.9		TO-R	**ALBANY** 4.5	80.1	s 10.50	6.51	7.01	s 10.20	s 12.20	s 12.42		6.45	12.45	5.55	1.00
95.4			**MILLERSBURG** 4.1	75.6	10.34	6.44	6.54	9.47	12.05	12.24		6.28	12.28	5.38	12.43
99.5			**JEFFERSON** 4.7	71.5	10.30	6.40	6.50	9.41	12.01 AM	12.20		6.20	12.20	5.30	12.35
4.2		TO	**MARION** 6.5	66.8	10.25	6.35	6.45	f 9.35	11.56 PM	12.15		6.12	12.10 PM	5.20	12.25
0.7			**TURNER** 6.7	60.3	10.19	6.29	6.39	f 9.25	11.50	**12.09**		6.00	11.59 AM	5.09	**12.09** AM
7.4		TO-R	**PRINGLE** 0.8	53.6	**10.12**	6.22	6.32	9.14	**11.42**	12.02 AM		**5.39**	11.39	4.49	**11.42** PM
8.2			**SALEM** 2.1	52.8	s 10.05	6.20	6.30	s 9.10	s 11.40	s 11.59 PM		5.34	11.14	4.24	11.24
0.3			**FAIR GROUNDS** 1.9	50.7	**9.52**	6.14	6.24	8.55	11.26	11.43		**5.27**	11.07	4.17	11.17
2.2			**LABISH** 4.7	48.8	9.47	6.12	6.22	8.50	11.24	11.41		5.10	11.00	4.10	11.10
6.9		TO	**BROOKS** 5.2	44.1	9.42	6.07	6.17	8.43	11.19	11.36		5.00	10.50	4.00	11.00
2.1		TO	**GERVAIS** 3.1	38.9	9.36	6.02	6.12	8.37	11.14	11.31		4.53	10.43	3.53	10.53
5.2		TO	**WOODBURN** 6.4	35.8	s 9.30	5.58	6.08	s **8.30**	11.10	11.27		4.45	**10.35**	3.45	10.45
1.6			**HITO** 5.2	29.4	9.18	5.52	6.02	8.15	11.03	11.19		4.20	**10.21**	3.20	10.30
6.8		TO	**CANBY** 4.0	24.2	9.11	5.45	5.55	s 8.05	10.56	11.12		4.00	9.55	2.58	10.10
0.8			**COALCA** 4.7	20.2	9.05	5.39	5.49	7.55	10.50	11.05		3.45	9.45	**2.48**	9.55
5.5		TO	**OREGON CITY** 4.5	15.5	f 8.55	5.30	5.40	s 7.45	10.41	10.56		3.30	9.30	2.30	9.40
.0			**CLACKAMAS** 4.1	11.0	8.44	5.19	5.29	f 7.31	10.30	10.44		3.20	9.20	2.20	9.28
.1			**EAST MILWAUKIE** 1.1	6.9	8.39	5.14	5.24	7.24	10.24	10.39		3.10	9.10	2.10	**9.21**
.2			**WILLSBURG JCT.** 1.7	5.8	8.37	5.12	5.22	7.22	10.22	10.37	AM 12.40	3.05	9.05	2.05	9.15
.9		TO-R	**BROOKLYN** 1.0	4.1	8.35	5.10	5.20	7.20	10.20	10.35	12.35 AM	3.00 AM	9.00 AM	2.00 PM	9.10 PM
.9	D.T.		**HAIG** 3.1	3.1	8.32	5.07	5.17	7.17	10.17	10.32					
.0		TO-R	**PORTLAND**	0.0	8.15 AM	4.50 PM	5.00 PM	7.00 PM	10.00 PM	10.15 PM					
			(123.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District Average Speed per Hour		(3.35) 34.52	(2.50) 43.66	(2.50) 43.66	(4.27) 27.79	(3.15) 38.06	(3.25) 36.20	(0.05) 20.40	(5.00) 23.34	(5.10) 22.58	(5.15) 22.42	(5.00) 23.34

RULE 5. Schedule time and train-order time at Brooklyn apply at witch leading to yard, 770 feet west of train-order office.

First-class trains run with caution between signal bridge west of rain-order office Brooklyn and Union Station, Portland.

RULES 86 and 93. Train movements, except first-class, between Euene and Eugene Yard may be made only after receiving proceed signal rom yardman near Signal 6491 westward, or Signal 6470 eastward, green ag by day, or green light by night, which will supersede the superiority of rains between these points.

No. 19 reduce speed at Gervais, Shedd, Halsey, Harrisburg and Juncon City on request of postal clerk, to dispatch U. S. Mail and newspapers.

No. 17 reduce speed at Oregon City to exchange U. S. Mail and newsapers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
19	Canby, Chemawa, Halsey	Eugene	Portland	Daily
15	Oregon City, Canby, Woodburn, Junction City	Klamath Falls		Daily
329	Chemawa	Eugene	Portland	Daily
329	Any Station	Eugene		Daily
329	Park Place	Any Station	Any Station	Daily
11-13	Salem, Albany	Davis		Daily

BROOKLYN SUBDIVISION

EASTWARD			Mile Post Location		Timetable No. 139 June 2, 1946	Distance from Tallman	WESTWARD	
	SECOND CLASS						SECOND CLASS	
Capacity of sidings in car lengths		732 Local Freight			Tallman Branch		731 Local Freight	
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	
Albany yard 140 BKWOTYP		AM 6.25	690.9	TO-R	ALBANY	8.8	AM 10.45	
160 P		6.29	689.9 689.5		1.0 PAGE	7.8	10.40	
Yard Limits 9 YP		6.48 AM	697.3	R	7.8 TALLMAN	0.0	10.15 AM	
		Arrive Daily Ex. Sunday			(8.8)		Leave Daily Ex. Sunday	
		(0.23) 22.96			Time over District Average Speed per Hour		(0.30) 17.60	

EASTWARD			Mile Post Location		Timetable No. 139 June 2, 1946	Distance from Woodburn	WESTWARD	
	SECOND CLASS						SECOND CLASS	
Capacity of sidings in car lengths		732 Local Freight			Woodburn-Springfield Branch		731 Local Freight	
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	
Yard Limits 96 WYP			645.0	TO-R	SPRINGFIELD	92.8		
11			652.4		7.4 COBURG	85.4		
9 P			663.6		11.2 ROWLAND	74.2		
5 WP			672.0	TO	8.4 BROWNSVILLE	65.8		
10			678.3		6.3 PLAINVIEW	59.5		
Yd. Lmts. 9 YP		AM 6.50	684.8	R	6.5 TALLMAN	53.0	AM 10.10	
Yd. Lmts. 8			685.5		0.7 IRVINVILLE	52.3		
Yard Limits 72 KWP		7.15	688.5	TO-R	3.0 LEBANON	49.3	9.15	
13		7.30	692.8		4.3 BREWSTER	45.0	9.05	
35		7.40	694.2		1.4 GRIGGS	43.6	9.00	
8 P		7.50	697.4		3.2 CRABTREE	40.4	8.50	
26 P		8.10	702.9	TO	5.5 WEST SCIO	34.9	8.30	
Yard Limits WYP		8.25 AM	704.7	R	1.8 SHELBURN	33.1	8.25 AM	
12			706.9		2.2 NORTH SANTIAM	30.9		
8			708.3		1.4 WEST STAYTON	29.5		
5 W			712.1		3.8 AUMSVILLE	25.7		
24			715.0		2.9 SHAW	22.8		
25			717.4		2.4 MACLEAY	20.4		
Salem Yard 19 YP			719.4	R	2.0 GEER	18.4		
61			721.3		1.9 PRATUM	16.5		
Yard Limits 46 KWYP			727.3	TO	6.0 SILVERTON	10.5		
19 P			731.5	TO	4.2 MT. ANGEL	6.3		
Yard Limits 117 WYP			737.8	TO-R	6.3 WOODBURN	0.0		
		Arrive Daily Ex. Sunday			(92.8)		Leave Daily Ex. Sunday	
		(1.35) 11.51			Time over District Average Speed per Hour		(1.45) 11.37	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Tallman Branch		
Froman (Spur)	691.5	7
Fry (Spur)	693.7	7
Goltra (Spur)	695.4	10
Woodburn-Springfield Branch		
Armitage (Spur)	648.9	9
Chestnut (Spur)	650.5	4
Wilkins (Spur)	656.5	3
Whitaker	691.6	35
Gilkey	700.6	..

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Eugene-Brooklyn Line		
Chemawa (Spur)	723.3	15P
Hubbard	738.8	36
Aurora (Spur)	743.2	8
Barlow (Spur)	745.2	18
New Era (Spur)	750.1	10
Pulp	752.9	38P
Park Place (Spur)	757.3	8
East Portland	770.3	..

BROOKLYN SUBDIVISION

Timetable No. 139

June 2, 1946

Mill City Branch

EASTWARD Capacity of Sidings in Car Lengths		SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Mile Post Location		STATIONS	Distance from Idanha	WESTWARD SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Yard Limits	WYP	AM **8.25**	705.0	R	**SHELBURN**	45.0	AM **8.25**
9	P	8.50	710.9		5.9 **KINGSTON**	39.1	8.00
18	WP	9.20	719.3	TO	8.4 **LYONS**	30.7	7.30
20		9.35	722.5		3.2 **FOX VALLEY**	27.5	7.15
20 Yard Limits	BKWYPO	9.55 AM	726.6	TO-R	4.1 **MILL CITY**	23.4	6.55 AM
18	P		729.5		2.9 **GATES**	20.5	
20			735.7		6.2 **LAKEWOOD**	14.3	
5			740.1		4.4 **GRANITE MOUNTAIN**	9.9	
7			740.8		0.7 **HALLS**	9.2	
30			741.4		0.6 **ELK RIVER**	8.6	
24	WTP		745.9	R	4.5 **DETROIT**	4.1	
11			746.6		0.7 **LARSON**	3.4	
11			748.2		1.6 **GREYSTONE**	1.8	
24			750.0		1.8 **IDANHA**	0.0	
		Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday
		(1.30) 14.40			Time over District Average Speed per Hour		(1.30) 14.40

ADDITIONAL STATIONS		
NAME	Mile Post	Capac-ity
Fawn..........(Spur)	720.2	8 P
Cumley.............	735.1	26
Birchwood......(Spur)	748.8	17

Water Supply—MP 738.9 Mill City Branch

Timetable No. 139

June 2, 1946

Geer Branch

Capacity of Sidings in Car Lengths		EAST-WARD ↓	Mile Post Location		STATIONS	Distance from Geer	WEST-WARD ↑
Salem yard	BKWOYP		725.9		**SALEM**	6.5	
	YP		719.4	R	6.5 **GEER**	0.0	
					(6.5)		

SPRINGFIELD SUBDIVISION

Timetable No. 139

June 2, 1946

Wendling Branch

Capacity of sidings in car lengths		EAST-WARD ↓	Mile Post Location		STATIONS	Distance from Wendling	WEST-WARD ↑
Yard Limits	P		646.6	R	**MOHAWK JCT.**	15.7	
(Spur 5)			649.3		2.7 **HENDRICKS**	13.0	
37	WP		658.6	TO	9.3 **MARCOLA**	3.7	
43	P		659.7		1.1 **HYLAND**	2.6	
Yard Limits	YP		662.3		2.6 **WENDLING**	0.0	
					(15.7)		

ADDITIONAL STATIONS		
NAME	Mile Post	Capac-ity
Donna..................	655.0	

BROOKLYN SUBDIVISION

EASTWARD					Timetable No. 139 June 2, 1946		WESTWARD
Capacity of sidings in car lengths		SECOND CLASS 706 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Toledo Branch STATIONS	Distance from Toledo	SECOND CLASS 705 Local Freight Arrive Daily Ex. Sunday
140	Albany yard BKWOYTP	AM 6.00	690.9	TO-R	**ALBANY**	74.7	PM 2.10
22	P	6.23	697.1		6.2 **GRANGER**	68.5	1.45
Corvallis yard	YP	6.40	702.1	R	5.0 **CORVALLIS JCT.**	63.5	1.25
	BKWOYP	7.00	703.1	TO-R	1.0 **CORVALLIS**	62.5	1.10
16	WP	7.20	708.5		5.4 **PHILOMATH**	57.1	12.30 PM
13	P	7.50	715.9		7.4 **WRENS**	49.7	11.55 AM
7			718.4		2.5 **HARRIS**	47.2	
10	P	8.30	723.2		4.8 **BLODGETT**	42.4	11.25
7			726.0		2.8 **DEVITT**	39.6	
30	P	**10.05**	728.5		2.5 **SUMMIT**	37.1	**10.05**
26	TWP	10.30	733.7		5.2 **NASHVILLE**	31.9	9.40
34	P	11.15	745.2		11.5 **EDDYVILLE**	20.4	9.00
8	P	AM 11.35	750.6		5.4 **CHITWOOD**	15.0	8.40
23	Yard Limits BKWOTP	12.45 PM	765.6	TO-R	15.0 **TOLEDO**	0.0	7.45 AM
		Arrive Daily Ex. Sunday			(74.7)		Leave Daily Ex. Sunday
		(6.45) 11.06			Time over District Average Speed per Hour		(6.25) 11.64

Water Supply—MP 722.0. Toledo Branch.
MP 750.2. " "

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
North Albany	692.6	..
Flynn	709.4	P
Marval (Spur)	727.3	3
Nortons	738.9	P
Elk City	756.5	..

EASTWARD					Timetable No. 139 June 2, 1946		WESTWARD
Capacity of sidings in car lengths		SECOND CLASS 726 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Falls City Branch STATIONS	Distance from Black Rock	SECOND CLASS 725 Local Freight Arrive Daily Ex. Sunday
Salem yard	BKWOYP	AM 5.50	718.2		**SALEM**	28.6	PM 12.15
			719.7		1.5 **OERy Crossing**	27.1	
11			720.2		0.5 **PINCKNEY**	26.6	
9	P	6.05	720.6		0.4 **WEST SALEM**	26.2	11.48 AM
31	Yard Limits P	6.12	722.6		2.0 **WINONA**	24.2	11.40
16	P	6.16	723.9		1.3 **EOLA**	22.9	11.36
Yd.Lmts. 30		6.30	728.5		4.6 **THIELSEN**	18.3	11.20
	YP	6.32	728.9	TO-R	0.4 **GERLINGER**	17.9	11.18
49	Yard Limits BKWOYP	6.50 AM	733.9	TO-R	5.0 **DALLAS**	12.9	11.00 AM
10			738.8		4.9 **GILLIAMS**	8.0	
11	P		743.0		4.2 **FALLS CITY**	3.8	
18	Yard Limits WYP		746.8		3.8 **BLACK ROCK**	0.0	
		Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday
		(1.00) 15.70			Time over District Average Speed per Hour		(1.15) 12.56

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Ferns	739.2	P
Buman	740.5	YP

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 139 June 2, 1946 West Side Branch STATIONS	WEST-WARD Distance from Hillsboro
	P	662.6		CHESHIRE	102.2
				9.1	
5	P	671.7	TO	MONROE	93.1
				1.3	
22	WYP	673.0		ALPINE JCT.	91.8
				8.3	
27		681.3		GREENBERRY	83.5
				3.3	
27		684.6		DRY CREEK	80.2
				2.3	
52		686.9		BURGESS	77.9
				2.0	
	BKWOYP	688.9	TO-R	CORVALLIS	75.9
				1.0	
	YP	689.9	R	CORVALLIS JCT.	74.9
Yard Limits				9.1	
3	WYP	699.1	TO	WELLSDALE	65.8
				3.3	
8		702.0		SUVER	62.5
				2.0	
6	P	704.0		PARKER	60.5
				3.0	
		707.0		WIGRICH JCT.	57.5
				2.3	
10	WP	709.3	TO	INDEPENDENCE	55.2
				1.2	
46	P	710.5		V. & S. JCT.	54.0
				3.8	
	YP	714.3	TO-R	GERLINGER	50.2
				0.7	
15	WP	715.0		DERRY	49.5
				7.8	
7	P	722.8		McCOY	41.7
				5.3	
2	P	728.1		AMITY	36.4
Yard Limits				2.6	
3	YP	730.7	R	WHITESON	33.8
Yard Limits				4.2	
5	KWOP	734.9	TO-R	McMINNVILLE	29.6
Yard Limits				3.1	
5	YP	738.0	R	ST. JOSEPH	26.5
Yard Limits				4.2	
	P	742.2	TO	CARLTON	22.3
				3.4	
	P	745.6		YAMHILL	18.9
				5.1	
		750.7		WAPATO	13.8
				1.6	
		752.3		DELLWOOD	12.2
				0.8	
	WP	753.1		GASTON	11.4
				0.7	
		753.8		PATTON	10.7
Yard Limits				1.1	
pur 5)	P	754.9		SEGHERS	9.6
				2.0	
		756.9		DILLEY	7.6
				0.9	
	P	757.8		DETOUR	6.7
		758.5		0.7	
20	P	759.2		CARNATION	6.0
				2.5	
	P	761.7		CORNELIUS	3.5
				3.0	
48	P	764.7		RANGE	0.5
				0.5	↑
5	BKWOYP	765.2	TO-R	HILLSBORO	0.0
				(102.2)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Newberg Branch		
Lafayette........(Spur)	739.5	16 P
Dayton..........(Spur)	742.1	13 P
Chehalem............	754.3	....
Tualatin........(Spur)	762.0	17 P
Bellfountain Branch		
Bellfountain...........	677.0	......

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 139 June 2, 1946 Newberg Branch STATIONS	WEST-WARD Distance from Cook
Yard Limits					
15	YP	738.0	R	ST. JOSEPH	25.7
				8.1	
23	P	746.1		DUNDEE	17.6
Yard Limits		748.5		2.4	
23	P	748.8	TO	NEWBERG	15.2
				2.0	
17	WP	750.8		SPRINGBROOK	13.2
				2.2	
17	P	753.0		REX	11.0
				4.6	
29	P	757.6		SHERWOOD	6.4
				1.9	
7		759.5		CIPOLE	4.5
Yard Limits				4.5	↑
33	WYP	764.0	R	COOK	0.0
				(25.7)	

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 139 June 2, 1946 Bellfountain Branch STATIONS	WEST-WARD Distance from Dawson
		675.0		BAILEY JCT.	4.9
				4.9	↑
Yard Limits		679.9		DAWSON	0.0
				(4.9)	

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 139 June 2, 1946 Alpine Branch STATIONS	WEST-WARD Distance from Glenbrook
22	YWP	673.0		ALPINE JCT.	5.8
				2.0	
		675.0		BAILEY JCT.	3.8
				1.2	
9		676.2		ALPINE	2.6
Yard Limits				2.6	↑
29		678.8		GLENBROOK	0.0
				(5.8)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
West Side Branch		
Bear Creek.....(Spur)	664.5	15
Ferguson.......(Spur)	666.9	9
Lewisburg......(Spur)	692.5	3
Wigrich (on spur from Wigrich Jct.)........	709.5	..
Crowley........(Spur)	718.4	5
Stimson Mill (on spur from Seghers).......	757.3	..
Forest Grove (on spur from Detour).......	759.0	..
Killgore..............	762.7	..

BROOKLYN SUBDIVISION

EASTWARD ↓ / WESTWARD ↑

Timetable No. 139

June 2, 1946

Willamina Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Willamina
33	Yard Limits YP	730.6	R	**WHITESON**	18.7
				7.1	
	Yard Limits	737.7		**BROADMEAD**	11.6
				2.8	
12		740.5		**BALLSTON**	8.8
				4.2	
14	P	744.7	TO	**SHERIDAN**	4.6
				4.6	
9	Yard Limits BKWTOP	749.3	TO-R	**WILLAMINA**	0.0
				(18.7)	

EASTWARD ↓ / WESTWARD ↑

Timetable No. 139

June 2, 1946

Perrydale Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Perrydale
	Yd. Lmts.	737.7		**BROADMEAD**	2.2
				2.2	
8		739.9		**PERRYDALE**	0.0
				(2.2)	

EASTWARD ↓ / WESTWARD ↑

Timetable No. 139

June 2, 1946

Molalla Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Molalla
118	Yard Limits WYP	747.4	TO	**CANBY**	10.2
				7.2	
		754.6		**LIBERAL**	3.0
				3.0	
16	Yard Limits	757.6		**MOLALLA**	0.0
				(10.2)	

EASTWARD ↓ / WESTWARD ↑

Timetable No. 139

June 2, 1946

Jefferson St. Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Jefferson St.
	Yard Limits P	768.1		**WILSONIA**	6.5
				3.2	
13		771.3		**CEMETERY**	3.3
				3.3	
	W	774.6		**JEFFERSON ST.**	0.0
				(6.5)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Willamina Branch		
Briedwell	734.3	..
Harrison	735.1	..
Winch (Spur)	737.2	6
Tucker	738.9	..
Shipley	746.3	..
Jefferson St. Branch		
Riverwood	769.6	..
Jones	772.6	..
Zimmerman (Spur)	773.1	12
Mulbox	773.3	..
Thorsen (Spur)	773.4	18

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Tillamook Branch		
Milwaukie Interchange	769.6	32
Tigard (Spur)	779.9	6
Newton	767.8	..
Main Street	765.5	..
Roy (Spur)	772.5	8
Scofield (Spur)	784.9	7
Hulbert (Spur)	792.5	13
Westimber (Spur)	794.3	9
Badger	823.7	..
Hall Street	833.1	..
Brighton	836.5	..
Rockaway	840.7	..
Saltair	841.2	..
Bay City	849.9	..
Idaville (Spur)	851.6	11

	EASTWARD SECOND CLASS							WESTWARD SECOND CLASS		
Capacity of Sidings in Car Lengths	686 Local Freight	688 Mixed	690 Local Freight	Mile Post Location		Timetable No. 139 June 2, 1946 Tillamook Branch STATIONS	Distance from Willsburg Jct.	685 Local Freight	687 Mixed	689 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard Limits 14 BKWOYP			AM 12.15	855.8	TO-R	TILLAMOOK	114.7			PM 1.55
Yard Limits 19			1.00	846.4		9.4 MIAMI	105.3			12.45
19 P			1.10	845.7		0.7 GARIBALDI	104.6			12.40 PM
14				843.8		1.9 BARVIEW	102.7			
24			1.55	837.1		6.7 JETTY	96.0			11.40 AM
Yard Limits 48 BKWOP		AM 8.15	2.20 AM	833.6	TO-R	3.5 WHEELER	92.5		AM 10.30	11.30 AM
18 P		8.45		831.2		2.4 MOHLER	90.1		10.15	
55 P		9.30		825.1		6.1 BATTERSON	84.0		9.30	
15 P		10.00		818.9		6.2 WAKEFIELD	77.8		8.54	
Yard Limits 31 TP		10.25		815.7		3.2 SALMONBERRY	74.6		8.25	
13				813.4		2.3 BELFORT	72.3			
Yard Limits 32 WTP		11.00		811.0	TO	2.4 ENRIGHT	69.9		8.00	
11 P		11.25		807.0		4.0 BELDING	65.9		7.40	
40 P		AM 11.40		805.1		1.9 MAYO	64.0		7.30	
Yard Limits 40 WTP		PM 12.15		800.0	TO	5.1 COCHRAN	58.9		7.00	
P		12.35		796.8		3.2 WEDEBURG	55.7		6.20	
Yard Limits 54 BKWOTP	PM 3.00	1.00 PM		793.1	TO-R	3.7 TIMBER	52.0	AM 5.00	6.00 AM	
75 P	3.20			788.5		4.6 STRASSEL	47.4	4.40		
Yard Limits 20 WYP	3.50			781.2		7.3 BUXTON	40.1	4.10		
31 P	4.15			774.7		6.5 BANKS	33.6	3.50		
22	4.35			770.2		4.5 SCHEFFLIN	29.1			
Yard Limits 46 P				766.4		3.8 MAHAN	25.3	3.25		
15 BKWOYP	5.35			765.2 766.2	TO-R	1.4 HILLSBORO	23.9	3.15		
28 P	5.50			770.9		4.7 REEDVILLE	19.2	2.15		
Yard Limits 36 P	6.10			775.4		4.5 BEAVERTON	14.7	2.01		
92 P				776.0	★See Note	0.6 BEBURG	14.1			
				777.6		1.6 FANNO	12.5	1.45		
P				779.1		1.5 GRETON	11.0			
Yard Limits 33 WYP	6.45			782.8 764.0	A. B. S. R	3.7 COOK	7.3	1.25		
42	6.50			764.5		0.5 BRYANT	6.8	1.20		
Yard Limits 62 W				767.4		2.9 LADD	3.9			
23 P	7.04			767.8	TO	0.4 OSWEGO	3.5	1.10		
P	7.05			768.1		0.3 WILSONIA	3.2	12.54		
30 P	7.09			769.0		0.9 MENEFEE	2.3	12.48		
14	7.13			770.1		1.1 MILWAUKIE	1.2	12.45		
Yard Limits P	7.18 PM			771.3		1.2 WILLSBURG JCT.	0.0	12.41 AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(114.7)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(4.18) 12.09	(4.45) 8.53	(2.05) 11.45			Time over District Average Speed per Hour		(4.19) 12.04	(4.30) 9.00	(2.25) 9.18

Water supply—MP 818.5.

*Absolute-Permissive Block System between Beburg and Greton.

RULE S-72. Exception: No. 328 is superior to No. 327.

RULE 5. Main track at Ashland between switches of siding may be used by any first-class train if track is known to be clear. Siding is south of main track, and extends from switch 262 feet east of section house to switch 150 feet east of freight house.

Water Supply—MP 536.2.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Phoenix.............	437.0	18
Gas Works.........	438.4	..
Voorhies...........	438.8	..
Seven Oaks.........	447.7	..
Tolo................	450.2	24P
Rock Point....(Spur)	459.4	4
Merlin..............	482.5	35P
Langdon............	517.9	..
Cow Creek..........	525.6	36P
Peck................	531.4	43P
Green	567.7	41P
Shady.........(Spur)	569.4	17
Winchester.........	577.8	..
Deady..............	583.9	..
Isadora.............	595.4	40P
Krewson......(Spur)	610.2	13
Leona..............	611.7	..
Anlauf..............	615.2	..
Curtin..............	616.1	12
Comstock..........	617.9	42P
Monett.............	624.3	7
Latham.............	625.0	39
Saginaw......(Spur)	629.1	22

EASTWARD

Timetable No. 139

June 2, 1946

Capacity of sidings in car lengths		FIRST CLASS 330 Rogue River Leave Daily	FIRST CLASS 328 Shasta Leave Daily	Mile Post Location			STATIONS	Distance from Ashland
Ashland yard	BKWOTP	PM 6.00	AM 8.10	429.1	Automatic Block System	TO-R	ASHLAND	0.0
58	P	s 6.10	8.20	434.6			5.5 TALENT	5.5
60	Yard Limits KWYP	s 6.40	s 8.40	441.8		TO	7.2 MEDFORD	12.7
53	P	s 6.47	s 8.52	445.7			3.9 CENTRAL POINT	16.6
38	Yard Limits WP	s 7.07	f 9.11	457.2		TO	11.5 GOLD HILL	28.1
50	P	f 7.18	f 9.23	464.9			7.7 ROGUE RIVER	35.8
63	Yard Limits BKWTP	s 7.43	s 9.40 AM	473.9		TO-R	9.0 GRANTS PASS	44.8
69	P	7.54		478.2			4.3 DIMMICK	49.1
84	P	f 8.16		487.4			9.2 HUGO	58.3
65	P	f 8.31		494.1			6.7 LELAND	65.0
60	P	8.41		498.6			4.5 POLLARD	69.5
68	P	f 8.50		502.0			3.4 WOLF CREEK	72.9
60	Yard Limits KWOTP	s 9.10		507.9		TO	5.9 GLENDALE	78.8
70	P	9.18		512.0			4.1 REUBEN	82.9
58	P	f 9.29		516.5			4.5 BRANDT	87.4
74	WTP	f 9.41		521.7			5.2 WEST FORK	92.6
62	P	f 10.15		535.5			13.8 BYERS	106.4
57	P	s 10.31		544.2			8.7 RIDDLE	115.1
62	P	10.42		549.3			5.1 WEAVER	120.2
15	WP	s 10.47		550.4		TO	1.1 MYRTLE CREEK	121.3
86	P	10.57		554.9			4.5 DOLE	125.8
59	P	PM f 11.10		562.0			7.1 DILLARD	132.9
Roseburg yard Psgr 25	BKWOTP	s 11.31 11.46		572.6		TO-R	10.6 ROSEBURG	143.5
57	P	AM f 12.06		581.4			8.8 WILBUR	152.3
56	Yard Limits P	f 12.16		586.4			5.0 SUTHERLIN	157.3
58	WP	f 12.24		589.1		TO	2.7 OAKLAND	160.0
56	P	12.41		597.5			8.4 RICE HILL	168.4
64	P	f 12.54		603.7			6.2 YONCALLA	174.6
69	Yard Limits WP	f 1.08		609.0		TO	5.3 DRAIN	179.9
60	P	1.17		613.2			4.2 SAFLEY	184.1
82	YP	f 1.39		621.9			8.7 DIVIDE	192.8
45	Yard Limits WP	s 1.56		626.5		TO	4.6 COTTAGE GROVE	197.4
65	P	f 2.05		630.6			4.1 WALKER	201.5
60	P	f 2.15		635.5			4.9 CRESWELL	206.4
65	P	f 2.24		640.9			5.4 GOSHEN	211.8
(Spur 28)	P	2.30 AM		644.3		TO-R	3.4 SPRINGFIELD JCT.	215.2
		Arrive Daily	Arrive Daily				(215.2)	
		(8.30)	(1.30)				..........Time over District..........	
		25.31	29.87				........Average Speed per Hour.......	

No. 328 stop on flag at Talent to exchange parcel post and U.S. Mail.

No. 328 reduce speed, or stop if necessary, at Rogue River, Gold Hill, and Phoenix to exchange parcel post and U.S. Mail.

No. 330 stop at any station to exchange parcel post.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
330	Phoenix, Merlin, Langdon, Dad's Creek (MP 529.5), Peck, Green, Winchester, Isadora, Anlauf, Curtin, Comstock, Latham, Saginaw.......	Any Station......	Any Station......	Daily

MEDFORD SUBDIVISION

WESTWARD

FIRST CLASS

Mile Post Location			Timetable No. 139 June 2, 1946 STATIONS	Distance from Springfield Jct.	329 Rogue River Arrive Daily	327 Shasta Arrive Daily
429.1	Automatic Block System	TO-R	**ASHLAND** 5.5	215.2	AM s 9.10	PM s 4.40
434.6			**TALENT** 7.2	209.7	s 9.00	4.28
441.8		TO	**MEDFORD** 3.9	202.5	s **8.40**	s 4.10
445.7			**CENTRAL POINT** 11.5	198.6	s 8.11	s 3.58
457.2		TO	**GOLD HILL** 7.7	187.1	s 7.50	f 3.38
464.9			**ROGUE RIVER** 9.0	179.4	s 7.35	f 3.28
473.9		TO-R	**GRANTS PASS** 4.3	170.4	s 7.20	3.15 PM
478.2			**DIMMICK** 9.2	166.1	6.59	
487.4			**HUGO** 6.7	156.9	s 6.37	
494.1			**LELAND** 4.5	150.2	s 6.23	
498.6			**POLLARD** 3.4	145.7	6.12	
502.0			**WOLF CREEK** 5.9	142.3	s 6.06	
507.9		TO	**GLENDALE** 4.1	136.4	s 5.52	
512.0			**REUBEN** 4.5	132.3	5.36	
516.5			**BRANDT** 5.2	127.8	f 5.25	
521.7			**WEST FORK** 13.8	122.6	f 5.13	
535.5			**BYERS** 8.7	108.8	f 4.36	
544.2			**RIDDLE** 5.1	100.1	s 4.18	
549.3			**WEAVER** 1.1	95.0	4.07	
550.4		TO	**MYRTLE CREEK** 4.5	93.9	s 4.05	
554.9			**DOLE** 7.1	89.4	f 3.53	
562.0			**DILLARD** 10.6	82.3	s 3.40	
572.6		TO-R	**ROSEBURG** 8.8	71.7	3.15 s 2.58	
581.4			**WILBUR** 5.0	62.9	f 2.41	
586.4			**SUTHERLIN** 2.7	57.9	f 2.33	
589.1		TO	**OAKLAND** 8.4	55.2	f 2.23	
597.5			**RICE HILL** 6.2	46.8	2.04	
603.7			**YONCALLA** 5.3	40.6	f 1.49	
609.0		TO	**DRAIN** 4.2	35.3	s 1.35	
613.2			**SAFLEY** 8.7	31.1	**1.17**	
621.9			**DIVIDE** 4.6	22.4	f 12.57	
626.5		TO	**COTTAGE GROVE** 4.1	17.8	s 12.47	
630.6			**WALKER** 4.9	13.7	f 12.22	
635.5			**CRESWELL** 5.4	8.8	f 12.13	
640.9			**GOSHEN** 3.4	3.4	f 12.04 AM	
644.3		TO-R	**SPRINGFIELD JCT.**	0.0	11.56 PM	
			(215.2)		Leave Daily	Leave Daily
			Time over District Average Speed per Hour		(9.14) 22.29	(1.25) 31.62

RULE S-72. Exception: No. 328 is superior to No. 327.

RULE 5. Main track at Ashland between switches of siding may be used by any first-class train if track is known to be clear. Siding is south of main track, and extends from switch 262 feet east of section house to switch 150 feet east of freight house.

Water Supply—MP 536.2.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
329	Saginaw, Latham, Comstock, Curtain, Anlauf, Isadora, Winchester, Green, Peck, Dad's Creek (MP 529.5), Langdon, Phoenix............	Any Station	Any Station........	Daily

No. 327 stop on flag at Talent to exchange parcel post and U.S. Mail.

No. 327 reduce speed, or stop if necessary, at Rogue River, Gold Hill, and Phoenix to exchange parcel post and U.S. Mail.

No. 329 stop at Merlin daily.

No. 329 stop at any station to exchange parcel post.

COOS BAY SUBDIVISION

Capacity of sidings in car lengths		EASTWARD SECOND CLASS	EASTWARD FIRST CLASS	Mile Post Location		Timetable No. 139 June 2, 1946	Distance from Coos Bay	WESTWARD FIRST CLASS	WESTWARD SECOND CLASS
		752 Local Freight	334 Coos Bay					333 Coos Bay	751 Local Freight
		Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Monday
Eugene yard	BKWP		AM 1.00	647.3	TO-R	EUGENE	121.6	PM s 11.31	
Eugene yard	BKWOTYP	AM 6.30		648.3	TO-R	1.0 EUGENE YARD	120.6		PM 2.45
Eugene yard				649.3		1.0 OE Ry Crossing	119.6	11.21	
54		6.42	1.09	651.6		2.3 DANEBO	117.3	11.15	2.35
43	P	7.08	s 1.20	660.5	TO	8.9 VENETA	108.4	s 10.57	2.05
27	WP	7.20	s 1.30	665.3		4.8 NOTI	103.6	s 10.46	1.55
17		7.40	f 1.45	671.5		6.2 FLAGG	97.4	f	1.35
27	P	7.55	s 1.55	675.9		4.4 WALTON	93.0	s 10.22	1.25
56	P	8.15	f 2.17	685.0		9.1 RICHARDSON	83.9	f 10.02	12.55
43	WP	8.40	f 2.40	693.8		8.8 NEKOMA	75.1	f 9.44	12.30
56	TP	8.55	s 2.50	697.1	TO	3.3 SWISSHOME	71.8	s 9.36	12.15 PM
11			f	697.8		0.7 SIUSLAW	71.1	f 9.32	
11			f 2.58	700.6		2.8 RAINROCK	68.3	f 9.28	
Yard Limits 53	P	9.55	s 3.10	705.3	TO	4.7 MAPLETON	63.6	s 9.19	11.45 AM
56	WP	**11.00**	f 3.32	715.0		9.7 WENDSON	53.9	f 8.56	**11.00**
	P	11.10	s 3.47	716.3	TO	1.3 CUSHMAN	52.6	s 8.52	10.45
18		11.20	f 4.00	718.0		1.9 SIBOCO	50.7	f 8.44	10.35
12	P	AM 11.55	s 4.20	725.0		6.8 SILTCOOS	43.9	s 8.25	10.05
37	P	PM 12.20	f 4.35	728.3		4.3 BOOTH	39.6	f 8.17	9.45
40	P	12.45	f 4.47	732.8		3.5 KROLL	36.1	f 8.06	9.30
13		1.00	f 4.55	735.1		2.3 BRENHAM	33.8	f 8.00	9.20
39	P	1.30	s 5.05	738.8		3.7 GARDINER	30.1	s 7.52	9.05
Yard Limits 49	BKWTP	2.30	s 5.20	740.4	TO-R	1.6 REEDSPORT	28.5	s 7.45	8.50
27		2.45	f 5.30	745.2		4.8 THARP	23.7	f 7.29	8.35
52	WP	3.10	s 5.55	752.1		6.9 LAKESIDE	16.8	s 7.12	8.08
11	P	3.30	s 6.10	759.3		7.2 HAUSER	9.6	s 6.58	7.35
56		3.40	f 6.20	763.0		3.7 CORDES	5.9	f 6.51	7.25
Coos Bay Yard 50	P	3.55	s 6.35	765.6		2.6 NORTH BEND	3.3	s 6.42	7.15
Coos Bay Yard 32	BKWOYP	4.10 PM	s **7.00** AM	768.9	TO-R	3.3 COOS BAY	0.0	6.30 PM	**7.00** AM
		Arrive Daily Ex. Sunday	Arrive Daily			(121.6)		Leave Daily	Leave Daily Ex. Monday
		(9.40) 12.48	(6.00) 20.27			Time over District Average Speed per Hour		(5.01) 24.24	(7.45) 15.69

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Long Tom	662.1	..
Vaughn	668.3	..
Shannon	676.6	..
Globe	679.0	WP
Austa	682.1	..
Linslaw	684.0	..
Beck	710.3	..
Canary (Spur)	721.3	17 P
Ada (Spur)	727.2	11
School	744.2	..
Ivy	747.1	..
Willard	748.0	..
North Lake	751.0	..
Rogers	761.8	..

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
334, 333	Long Tom Vaughn Shannon Globe Austa MP 688.1 Canary School Ivy Willard Rogers	Any Station	Any Station	Daily
334	North Lake	Any Station	Any Station	Daily

Nos. 334 and 333 stop at Linslaw, Beck, Canary, Ada, Ivy, Willard and North Lake daily for mail and express.

EAST-WARD ↓ WEST-WARD ↑

Timetable No. 139

June 2, 1946

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Powers
Coos Bay yard 32	BKWOYP	768.9	TO-R	**COOS BAY**	44.6
				1.6	
Coos Bay yard 59	P	770.5		**McCORMAC**	43.0
				0.8	
		771.3		**CLEO**	42.2
				1.8	
		773.1		**HAYDEN**	40.4
				5.4	
Yard Limits 50	P	778.5		**OVERLAND**	35.0
				2.7	
(Spur 28)		781.2		**CHROME**	32.3
				3.3	
Yard Limits 23	P	784.5		**CEDAR POINT**	29.0
				0.5	
Yard Limits		785.0		**FAIRVIEW JCT.**	28.5
				0.8	
Yard Limits 94	BKP	785.8	TO-R	**COQUILLE**	27.7
				2.8	
		788.6		**JOHNSON**	24.9
				3.2	
38	P	791.8		**NORWAY**	21.7
				2.9	
Yard Limits 44	WTP	794.7	TO	**MYRTLE POINT**	18.8
				5.0	
		799.7		**BROADBENT**	13.8
				2.4	
Yard Limits 40	P	802.1		**WARNER**	11.4
				5.5	
Yard Limits 38	P	807.6		**GAYLORD**	5.9
				1.2	
(Spur 16)		808.8		**BYERLE**	4.7
				1.5	
		810.3		**FENSLER**	3.2
				3.2	
Yard Limits 56	BKWTP	813.5	TO-R	**POWERS**	0.0
				(44.6)	

Water Supply MP 780.8

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Inlet..........................	773.9	

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Springfield	E. G. Privat	Silverton	John Main
Eugene	J. A. Hoffman	Reedsport	Sol Davidson
Eugene	Seth Laraway	Coos Bay	J. H. Mills
Albany	F. M. French & Son	Coquille	L. A. Schroeder
Salem	Pomeroy & Keene	Hillsboro	F. Abendroth
Woodburn	E. E. Piper	McMinnville	Dielschneider Bros.
Ashland	C. R. Ramsey	Toledo	C. W. Miller
Medford	Larry Schade	Corvallis	Wm. Konick
Grants Pass	C. E. Eggers	Dallas	W. C. Retzer
Roseburg	Alvin M. Knudtson	Tillamook	M. J. McInerney
Lebanon	S. H. Landstrom		
Portland, 316 S. W. Alder St.	Roy & Molin		
E. Portland, 723 S. E. Grand Ave.	W. R. Johnson		
E. Portland, 31 N. Russell St.	N. L. Nielsen		
E. Portland, 7021 S. E. Milwaukie St.	Otto R. Sabro		

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train-order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

RULE 15. Second paragraph is changed to read as follows:

"The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 26 is revised to read as follows:

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars, or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him to do so.

"On designated track (repair, cleaning, servicing, etc.) where employes work, a sign reading 'Stop—Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must be displayed. Employes placing such sign and locking switches, only are authorized to change same.

"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the engineman of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemen."

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on Pages 2, 3, 12 and 13.

RULE 83. When helpers are picked up, conductors will furnish helper engineers with check of train register.

RULE 99. Third, fourth and sixth paragraphs are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart.

"If not recalled, one-half mile from rear of his train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes.

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 105. Abbreviations used for sidings: "E" for eastward, "W" for westward, "M" for middle.

RULE 210 is modified to provide that when using revised train-order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows:

"When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

RULE 271 is revised to read as follows:

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm.

"The number plate on a distant light signal will bear the prefix 'D'.

"Interlocking signals will not bear number plates.

"Absolute signals will not bear number plates, but will have plates bearing the letter 'A'.

"Interlocking and absolute semaphore home signal arms will be painted red.

"Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

RULE 295 is revised to read as follows:

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'Semi-automatic' and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509 (F) or 509 (J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

RULE 297. Following paragraph is added:

"A train, if delayed in the block, must proceed with caution to the next signal."

RULE 535. A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULES 705 and **707** are revised to read as follows:

"LETTER TYPE INDICATORS

"**705.** Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

"S—Take siding (Fig. 1).

"M—Proceed on main track (Fig. 2).

"Other letters, or combinations of letters may be used.

"**S-707.** When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restrictions that may be imposed by automatic block or other signals.

"**D-707.** When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track and in either case train is thereby given superiority over all following trains to the point designated in timetable but must observe any restriction that may be imposed by automatic block or other signals."

GENERAL REGULATIONS

RULE 825. When cars are set out or left on grade not protected by derail, they must also be chained to rail, or chain placed ahead of lead wheels on down-grade end. When bad order car is set out another car with brake securely set must be placed below and against the bad order car.

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

RULE 837. Fifth paragraph is revised to read as follows:

"Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail, or cars not be securely coupled together."

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 827. TRAIN INSPECTION

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

When train handling logs (except in gondolas) takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train has passed.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 24. Compliance with this rule is required at turnaround points where no change is made in engine, engine crew or train crew.

RULE 32. On ascending grade before helper engines in the rear of freight trains are detached, sufficient hand brakes must be set ahead of helpers to prevent slack running out.

MISCELLANEOUS

4. In helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars, and when practicable should be placed behind a loaded car.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper engines must not be cut off from train at the same time.

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

18. When two road engines, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard engine (without engine truck) and a road engine, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When an engine weighing 150,000 lbs. or over on drivers is moved, it should be placed near head end, with from 8 to 15 cars between it and the engine handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead engine.

When an engine weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

20. In making up trains at terminals for main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood underframe cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Baggage, express, mail, refrigerator or other head end cars will not be handled on rear of passenger trains unless trainmen can pass through them.

21. Employes are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while passing points where impaired clearance exists, and that they must protect themselves from injury.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

25. Electric lamps may be used for displaying white light only, except herders must use green globe in lamp to signal trains to enter or leave yards.

26. Before workmen enter turntable pit for any purpose, the turntable must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turntables and at both ends of manually operated turntables. Such a sign or signal when so displayed indicates workmen are under or about the turntable, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPEED RESTRICTIONS

*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470;

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for C-15-17-32, Mk-10-11, MM-3 and AC class engines 35 MPH when handling freight and mixed trains.

Maximum speed for S and SE class engines 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel-electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted freight and mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Class	Running Forward With Train	Running Forward Light	Running Backward With train or Light
DES-200	30	30	30
DES 1 to 7—100 to 107...	40	40	40

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers..............	30 MPH
When engine truck is removed.......................	20 MPH
When main rod only is removed......................	30 MPH
When side rod only is removed......................	30 MPH
When both main and side rods are removed..........	20 MPH
When hauled in train with all rods on..............	30 MPH

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

MPH

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:

On tangent main tracks, except.................... 35

SPMW 4044 25

On tangent branch tracks.......................... 25

On all curves 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks............................ 20

On curves and on branch tracks.................... 15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):

On tangent main tracks............................ 25

On curves and on branch tracks.................... 15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks............................ 35

On tangent branch tracks, except.................. 25

(Relief outfits 7014 and 7025 must not be operated on any branch unless authorized by superintendent).

Relief outfit 7003 and 7004 must not be operated between Myrtle Point and Powers, Corvallis and Toledo, Springfield and Tallman, Lebanon and Geer, nor on Mill City, Molalla and Wendling Branches.

On all curves, 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.

With a light car each side, limit speed over Phoenix column spans on Wendling, Woodburn-Springfield and Toledo Branches to........................ 10

No restrictions on other bridges.

Locomotive ditcher SPMW 4044 must not operate over bridges on Toledo Branch between Flynn and Toledo; over Breitenbush River bridge on Mill City Branch; over bridges on Wendling Branch; nor over North Santiam and McKenzie River bridges on Woodburn-Springfield Branch.

Locomotive ditcher SPMW 4048 must not exceed 10 MPH over bridges on Toledo Branch between Flynn and Toledo, and over Breitenbush River bridge on Mill City Branch, and must have light car on each end when moving over these bridges.

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH. Wooden equipment must not be handled in regular passenger trains. Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of engine and caboose only restricted to freight train speed.

Loaded 16-foot hog fuel cars prohibited from movement on main tracks except between Eugene and Mohawk Jct.; Black Rock and Salem; Eugene and Albany.

Maximum speed for trains handling logs loaded on flat or logging cars is 25 MPH, and must not exceed 15 MPH over truss bridges, through tunnels and passing stations.

Maximum speed of trains handling flangers is 30 MPH. Trains consisting of engine, flanger and caboose only should be considered freight trains and speed restricted accordingly.

RULE 14 (d). Springfield Jct.: To recall flagman from west on Medford Subdivision, give six long sounds of whistle.

RULE 21. Oakridge. Light has been placed on pole located on left hand side (going east) west pocket track opposite west main line crossover switch.

When this light is burning, it will indicate that westward freight train being restricted for eastward light engines arriving Oakridge is about ready to depart and such helper engines will remain on pocket with indicators and markers displayed until departing westward train, including helper engines, identify them.

RULE 83 (A). At following stations only the trains indicated will register:

Eugene	First-class trains.
Eugene Yard	Trains originating or terminating.
Springfield, Mohawk Jct.	Trains originating or terminating.

Registration of first-class trains at Eugene must be telephoned to operator Eugene Yard, who must enter same on register and verify by repeating registration.

Registration of trains terminating Oakridge may be telephoned to operator who must enter same on register and verify by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Crescent Lake	Nos. 11, 12, 13, 14, 15, 17 and 18.
Oakridge	First-class trains, and eastward extra trains.
Tunnel	First-class trains, and westward second-class and extra trains.

RULE S-90. Springfield. Sign reading "Fouling point 980 feet" placed near west end house track switch indicates distance to fouling point east end of siding.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
527.50	Crescent Lake	529.17
535.37	Cascade Summit	537.01
580.04	Oakridge	581.80
617.64	Springfield	620.35
	“ (Woodburn-Springfield Br.)	646.04
	“ (Wendling Br.)	648.01
661.56	Wendling	
645.71	Eugene	651.28
	“ (Coos Bay Br.)	650.76

Eugene. Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483. Coos Bay Subdivision trains must use this running track to and from Eugene passenger station. Other trains must not use this track when such use will interfere with the movement of Coos Bay Subdivision first-class trains. Junction switch will be handled by herders.

Westward first-class trains approach Signal 6477, and eastward first-class trains approach Signal 6470 prepared to head in if signal received from yardman.

Eugene Yard. Herders must use green flag by day and green light by night to give signals for movement of trains and engines entering or leaving yard tracks at Eugene Yard.

RULE 99. When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Oakridge and Cascade Summit, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 104. The normal position of rigid switches at junction points and end of double track is as follows:

Mohawk Jct.	Wendling Br., for Cascade line.
Springfield	Woodburn-Springfield Br., for Cascade line.
Eugene	Coos Bay line, for running track.
Eugene Yard	Coos Bay line, for yard track.

DERAILS IN MAIN TRACK

Mohawk Jct.... On Wendling Br., at clearance point, junction switch.

RULE 105. Following tracks are designated for use as sidings:

Crescent Lake. Eastward freight trains entering yard use Track No. 1; westward freight trains entering yard use Track No. 2.

Cascade Summit. Track on lake side for eastward trains, track on station side for westward trains.

Eastward trains on eastward siding Cascade Summit must not proceed eastward from siding when passenger train is occupying main track, until passenger train departs from water column.

Oakridge. Track on station side, passenger siding for first-class trains. Tracks 1, 2, 3 and 4 will be left clear of cars for use by freight trains as instructed by dispatcher or operator at Tunnel.

Westward trains, except first-class, will enter yard at Oakridge unless otherwise instructed. Operator at Tunnel will operate switches to permit westward trains to enter yard and will line switches behind eastward and westward trains.

RULE 221. Oakridge. Eastward extra trains not required to obtain clearance.

Tunnel. First-class, westward second-class and westward extra trains not required to obtain clearance.

Eugene. Trains must obtain clearance before leaving Eugene, except trains terminating Eugene Yard may leave Eugene without clearance.

Eugene and Eugene Yard. Trains going via Siskiyou line at Springfield Jct. must obtain two clearances, one from Cascade line dispatcher and one from Siskiyou line dispatcher.

Eugene Yard is train-order office for trains originating only.

RULE 505. AUTOMATIC BLOCK SYSTEM

Westfir. Electric lock on switch to interchange spur. Instructions for operating posted on inside of electric lock box.

Eugene. Westward repeater light type signal on mast of eastward Signal 6470 west of Eugene repeats indication displayed by westward home Signal 6471 west of Eugene passenger station.

PUSH BUTTONS

Push buttons and lights on side of relay case at west end of sidings at Cruzatte and Lookout. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to number of signal on siding. Train on siding to let train on main track pass should not pass "Approach Circuit" sign on siding; but if necessary to do so, press button with number corresponding to number of signal on main track. At Cruzatte operate time-release also.

Push buttons and time-release on side of relay case on Signal 6208 at Springfield Jct. If signal governing movement desired indicates "stop", and train on other line has stopped, or switch indicator indicates block clear, operate time-release and press button with number corresponding to number of signal desired. Signal should clear after four-minute interval. If signal does not clear train may proceed only after providing flag protection on other line and as prescribed by Rule 509 (J).

RULE 510. The following block signals equipped with triangular number plate displaying letter "P" have included in their control limits some special protective device:

Eastward Signal	PROTECTION	Westward Signal
P-5274	Spring switch west end siding Crescent Lake..	
	Spring switch east end siding Crescent Lake..	P-5291
P-5356	Spring switch west end westward siding Cascade Summit	
P-5454	Spring switch west end siding Cruzatte.......	P-5455 P-5457
P-5454	Fire detector, Cascade Creek bridge, MP 546.38	P-SA
P-SA P-SA	Fire detector on trestles between Tunnels 8 and 10, and slide detector fence east of Tunnel 6	P-5489
P-5484	Fire detector, Side Canyon bridge, MP 549.07.	P-SA P-SA
P-SA	Spring switch west end siding Frazier........	P-SA P-SA
P-5528	Slide detector on cinder fill ½ mile west of Fields	P-5541
P-SA P-SA	Fire detector, Steep Canyon bridge, MP 552.30	P-5535
P-5596	Spring switch west end siding Wicopee.......	
P-5620	Fire detector on Salt Creek bridge, MP 563.2..	P-5637
P-5646	Fire detector on Eagle Creek bridge, MP 565.5.	P-5665
P-5714	Slide detector fence, MP 572..................	P-5721 P-5735
P-5784	Fire detector on Salmon Creek bridge, MP 578.7	P-5791
P-5824	Slide detector fence, MP 583..................	P-5831
P-5852	Spring switch west end siding Lookout........	P-5853 P-5855
P-6098	Slide detector fence, MP 610.8................	P-6109
P-6108	Slide detector fence, MP 611 to MP 611.6......	P-6125
P-6118	Slide detector fence, MP 613..................	P-6137
P-6208 P-6446	Spring switch junction switch Springfield Jct..	P-6447

In addition to making careful inspection of track where slide fences are located, the face of bluff above the track must be observed for indication of slide.

RULE 516. Overlap posts:

Eastward trains:
Hemlock......1650 feet east of west switch.
Westward trains:
Hemlock......2025 feet west of east switch.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Normal Position	Max. Speed MPH
Crescent Lake ...	West switch No. 1 Track	Main track..........	15
Crescent Lake ...	East switch No. 1 track	Main track..........	15
Cascade Summit.	West end westward siding	Main track..........	15
Cruzatte	West switch siding..	Main track..........	25
Frazier	West switch siding..	Main track..........	25
Wicopee	West switch siding..	Main track..........	15
Lookout..........	West switch siding.	Main track..........	25
Springfield Jct..	Junction switch....	Cascade line..........	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when trailing through them, and speed of 25 MPH must not be exceeded passing over switch in facing movement:

Location		Normal Position	Max. Speed MPH
Eugene Yard	Switch to roundhouse lead..............	Switching lead.....	15
Eugene Yard	East switch No. 101 track..............	Switching lead.....	15
Eugene Yard	East switch No. 102 track..............	Switching lead.....	15

RULE 605. INTERLOCKING

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

Cruzatte. Remote control switch, east end of siding. Interlocking limits extend from Signal 5465SA to Signals P-5464SA on main track and P-5466SA on siding.

Interlocking signals and power operated switch controlled by operator Cruzatte. Trains stopped by these signals will communicate with operator by telephone at switch and be governed by his instructions. If instructed to hand-throw switch, follow instructions posted in telephone box. The employe hand-throwing the switch must return it to normal position, unless another trainman of his train has been notified to do so. Operator must be notified by telephone when switch has been returned to motor position and locked.

When eastward train holds main track at Cruzatte and is to be passed by a following train, operator must be notified so proper line-up may be made.

Eastward trains taking siding at Cruzatte must throw siding switch before engine passes Signal P-5454.

Frazier. Remote control switch, east end of siding. Interlocking limits extend from Signal 5517SA to Signals 5516SA on main track and 5518SA on siding.

Distant Signal 5523 just east of Tunnel 14 is equipped to display indications as per Rule 281C, but this does not supersede caution indication of the distant signal.

Interlocking signals and power operated switch controlled by operator at Wicopee. Trains stopped by these signals will communicate with operator Wicopee by telephone at switch, and be governed by his instructions. If instructed to hand-throw switch, follow instructions posted in telephone box. The employe hand-throwing the switch must return it to normal position, unless another trainman of his train has been notified to do so. Operator must be notified by telephone when switch has been returned to motor position and locked.

When eastward or westward train holds main track at Frazier and is to be passed by another train, operator at Wicopee must be notified so proper line-up may be made.

Spring switch at west end of siding at Frazier, and interlocking limits extend from Signal P-5504SA to Signals P-5505SA on main track and P-5507SA on siding.

Signal P-5504SA west end Frazier is equipped with indicator. If indicator displays letter "S", and train is required by train-order or timetable to take siding, train must stop before passing the signal and line switch, and may then proceed through interlocking limits to siding, without operator's permission. If train is not required by train-order or timetable to take siding, and signal indicates "stop" or indicator displays letter "S", member of crew must call operator Wicopee on telephone for instructions. If signal indicates "proceed" and train wishes to enter siding, operator's permission must be obtained before throwing switch.

RULE 705. Wicopee. Trains entering siding or continuing on main track on "M" or "S" indication will not pass leaving home signal at opposite end of siding to take water or in switching moves until opposing train has been met.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at the following stations:

Cruzatte, Frazier.

When necessary to leave cars on any of these sidings, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto rail skid, and hand brakes set if brakes are operative, before engine is detached.

Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 869. Rear brakeman on freight trains between Crescent Lake and Eugene will observe track from rear of caboose so train may be stopped in case of derailment. Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

RULE 827. TRAIN INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte, McCredie Springs, Fields or Wicopee.

With above exceptions maximum distance freight trains may run without stopping for inspection is 50 miles, except that westward freight trains may run Oakridge to Crescent Lake, when in the judgment of conductor and engineer it is safe to do so.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains on descending grades as follows:

Cascade Summit-Oakridge. Retainers will be used on all passenger-carrying equipment and on head end equipment in excess of three. Stop must be made at Cascade Summit, if necessary, to turn up retainers.

Retainers will be used on freight and mixed trains on descending grades as follows:

Cascade Summit-Oakridge...........1 valve for every 140 Ms.

For operating convenience retainers may be turned up at Crescent Lake and turned down at Lookout.

RULE 25. In making rear end test between Crescent Lake and Eugene, it must be made in accordance with Air Brake Rule 25 (b).

RULE 32. On westward freight trains between Oakridge and Cascade Summit, before helper engines are detached to take water, engineer on road engine will make a 15-lb. brake pipe reduction. When such reduction is noted by lead helper engineer in rear of train he will so indicate to brakeman that helper engines may be cut off. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helper engines are recoupled to train.

PASSENGER TRAINS

RULE 39. Running test must be made by passenger trains as follows:

Eastward trains......Just west of station Cascade Summit.

MISCELLANEOUS

4. In helper service:

Oakridge. Trains of 95 cars or less, helper engines will be placed in train with first helper cut in not more than 78 cars from road engine, second helper not less than 7 cars behind first helper, and third helper not less than 7 cars behind second helper, but in all cases ahead of wooden underframe cars, outfit cars, passenger equipment, and at least 7 cars ahead of caboose. Trains of more than 95 cars, rear helper will be cut in at least 7 cars ahead of caboose and at least 7 cars will be placed between other helpers.

Helper engines will be lined up at roundhouse in reverse order and move to east end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine if larger than a GS engine will be cut in train immediately ahead of caboose, except in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

When westward freight trains cut in helper at Oakridge, helper engine must not attempt to bunch slack or start train until road engine takes slack and indicates proceed by two long sounds of whistle.

Cascade Summit. Train should be stopped west of crossover, and helper engine should be used to shove rear portion of train to a coupling.

Westward trains holding main track and changing engines at Cascade Summit, make change at west leg of wye unless otherwise instructed by conductor.

10.

Class of Engine	Restricted Tracks
F, AC-4 to 12, Mt, GS, AM	Jasper—Spur.
F, AC-4 to 12, Mt, GS, AM	Pengra—House track.
F, AC-4 to 12, Mt, GS, AM	Armet—Spur.
All engines	Westfir—Must not go beyond 100 ft. from switch on interchange spur.
F, AC, Mt, GS, AM	Hemlock—Western Lbr. Co. tracks.
Engines over 200,000 pounds on drivers	Springfield—Booth-Kelly tracks; High-line log spur; Flour mill spur; storage track.
Engines over 200,000 pounds on drivers	Eugene—Jennings spur; Gas spur; House track; Woolen Mill spur; Allen & Lewis spur; Eugene Concrete Co. spur; Walters Bushong spur west of road crossing; Eugene Sand & Gravel Co. spur.
Engines over 200,000 pounds on drivers	Eugene Yard—Spur at MP 649.8 Coos Bay line.
All	Wendling—Booth-Kelly track No. 4.

Load limit (car and contents):
Wendling Branch......169,000 pounds.

Maximum speed of trains handling flangers is 30 MPH. Trains consisting of engine, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 MPH and between Heather and Oakridge 30 MPH.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
All water tanks and water columns have impaired side clearance at spout.				
CASCADE LINE				
537.8	Cascade Summit-Abernethy	Tunnel No. 3	20.5	5.6
544.3	Abernethy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	" "	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	" "	Tunnel No. 7 and Snow Shed	20.5	5.6
547.7	" "	Tunnel No. 8	20.5	5.6
548.3	" "	Tunnel No. 9 and Snow Shed	20.5	5.6
548.6	" "	Tunnel No. 10 and Rock Shed	20.5	5.6
548.8	" "	Tunnel No. 11 and Rock Shed	20.5	5.6
549.3	" "	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	" "	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14 and Snow Shed	20.5	5.6
553.9	" "	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	" "	Tunnel No. 17	20.5	5.6
557.8	" "	Tunnel No. 18	20.5	5.6
558.6	" "	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-Westfir	Tunnel No. 22	18.8	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Armet	Tunnel No. 24	20.0	5.6
608.24	Pengra-Fall Creek	Fall Creek Crossing		4.9

Springfield. Track lift bridge on Booth-Kelly high line track, Springfield, 250 ft. west of shingle mill.

Before using track west of shingle mill, stop and determine if lift bridge is lowered in place.

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.

WENDLING BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
649.50	Hendricks-Marcola	McKenzie River Crossing	18.4	4.5
651.02	" "	1st Mohawk River Crossing	20.3	4.2
659.86	Wendling-Hyland	2nd Mohawk River Crossing	17.3	4.6

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employes should be on guard for overhead cable or other obstructions.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Train and enginemen are cautioned to watch closely for impaired clearance signs.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except	15
On branch lines	12
Cascade Summit, AC-4 to 12 class engines on either leg of wye	6
Frazier, through turnout, east switch	20
Through any siding, crossover, turnout, or slip-switch with engine backing, except	10
F-4-5 class engines backing through any switch	6

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2, 3	Between Crescent Lake and Eugene yard, except	60	60	60	55	50	45	40	35	35	45	40	35	30	20	20
	Between MP 528.6 and MP 529.25	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
	On curves between MP 529.25 and MP 532.50	55	55	55	55	50	45	40	35	35	45	40	35	30	20	20
	On curves between MP 533.16 and MP 536.49	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
	Cascade Summit to Heather, Eastward	30	30	30	30	30	28	28	28	20	30	30	28	28	15	15
	Heather to Cascade Summit, Westward	30	30	30	30	30	28	28	28	25	30	30	28	28	15	15
	Heather and Oakridge	30	30	30	30	30	30	30	30	25	30	30	30	30	15	15
	Oakridge and Springfield	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
	Springfield and Eugene	35	35	35	35	35	35	35	35	30	35	35	35	30	15	15
	*Through city limits, Eugene MP 646.27 and MP 648.69	30	30	30	30	30	30	30	30	30	30	30	30	30	15	15
7	Between Mohawk Jct. and Wendling									18			18	18	15	15

*Regulated by city ordinance.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Crescent Lake to Eugene	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.
E-23	1500 and 1502	2300	1650	1450	650	......	......
M-4	1617 to 1713	3050	2250	2000	920	......	......
M-6, 8	1721 to 1803, 1823 to 1825	3550	2650	2350	1100	......	......
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	3800	2800	2500	1200	......	......
M-11	1832 to 1835	3950	2900	2600	1250	......	......
T-1	2242 to 2271	2600	1900	1700	790	......	......
T-8, 9	2161, 2174 and 2178	1850	1350	1200	540	1850	2050
T-23	2301 to 2310	3750	2750	2450	1150	......	......
T-26	2283 to 2299	3200	2350	2050	990	......	......
T-28, 31	2311 to 2362	4100	3000	2700	1300	......	......
T-32, 40	2363 to 2384	4200	3100	2750	1300	......	......
T-36	2103	2800	2050	1800	870	......	......
T-37	2105 and 2106	3750	2750	2450	1150	......	......
T-57, 58	2385 and 2386	3400	2500	2200	1050	......	......
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3350	2450	2150	980	......	......
P-1	2400, 2403 to 2407 and 2415	3500	2550	2250	1050	......	......
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3700	2700	2400	1050	......	......
P-6	2453, 2454 and 2458	4200	3050	2700	1250	......	......
P-7	2476 and 2477	4450	3250	2900	1350	......	......
P-8, 10	2461 to 2474, 2478 to 2483	4550	3350	2950	1350	......	......
P-8, 10	2475, 2484 to 2491	4850	3550	3150	1450	......	......
P-11	3100 to 3109	3600	2650	2350	1100	......	......
P-12	3120 to 3129	4850	3550	3150	1450	......	......
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4550	3350	3000	1400	......	......
C-15, 32	2500, 2505 to 2507	2900	2150	1900	910	......	......
C-17	2510 and 2511	3600	2650	2350	1150	......	......
C-18	3400 to 3409	4200	3100	2750	1350	......	......
C-19	3410 to 3426	4350	3200	2850	1400	......	......
TW-1	2900 to 2913	3500	2600	2300	1100	......	......
TW-2, 3	2932 to 2952	2800	2050	1850	860	2750	3000
TW-4, 6	2926 to 2931 and 2957	2650	1950	1750	800	2750	3000
TW-8	2914 to 2923	3950	2900	2600	1200	......	......
A-3	3029	2650	1900	1700	740	......	......
A-3	3025, 3036, 3052 and 3057	2800	2000	1800	770	......	......
A-6	3000 to 3003	3250	2350	2100	930	......	......
Mk-2, 4	3201 to 3240	5250	3900	3450	1600	......	......
Mk-5, 6	3241 to 3277	5800	4250	3800	1800	......	......
Mk-7, 8, 9	3300 to 3324	6350	4700	4200	2000	......	......
Mk-10	3295	4900	3600	3250	1550	......	......
Mk-11	3297 and 3298	4700	3500	3100	1500	......	......
F-1	3600 to 3652	6650	4950	4400	2100	......	......
F-3	3653 to 3667	7600	5650	5050	2400	......	......
F-4, 5	3668 to 3769	7600	5900	5250	2400	......	......
AM-2	3900 to 3911	7100	5250	4700	2200	......	......
MM-3	3930 and 3931	8700	6500	5800	2700	......	......
AC-1, 2, 3	4000 to 4048	9200	6850	6100	2950	......	......
AC-4, 5	4100 to 4125	11900	8800	7850	3850	......	......
AC-6 to 12	3800 to 3811, 4126 to 4294	12800	9500	8500	4100	......	......
Mt-1, 3, 4, 5	4300 to 4376	6050	4450	3950	1850	......	......
Mt-2	4385 to 4390	6650	4900	4300	2050	......	......
GS-1, 2	4400 to 4415	6450	4750	4200	1950	......	......
GS-3, 4, 5, 6	4416 to 4469	6600	4850	4300	1950	......	......
SP-1, 2, 3	5000 to 5048	8900	6600	5850	2850	......	......
Allowance for Empty and Underloaded Cars	Less than 45 Ms. 6 45 Ms to 55 Ms. 3 More than 55 Ms. 0						

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (b). Salem. After stopping at railroad crossings, sound signal 14 (b) only when visibility is obscured.

RULE 14 (m). Salem and Hillsboro. Approaching railroad crossings sound signal 14 (m) only when visibility is obscured.

Brooklyn. Eastward freight trains will not sound signal 14 (m).

RULE 83. If a positive observation check is made between Portland and Haig, it will apply at end of double track. Trains approaching each other will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (A). At following stations only the trains indicated will register:

Eugene—First-class trains.
Eugene Yard—Trains originating or terminating.
Burma—First and second-class trains, and trains originating or terminating.
Tallman, Corvallis Jct., and Cook—Only trains instructed by train order.

Registration of first-class trains at Eugene must be telephoned to operator Eugene Yard, who must enter same on register and verify by repeating registration.

Geer Branch and Falls City Branch trains must register, and obtain train orders and clearance at Pringle instead of Salem.

Registration of trains terminating Timber may be telephoned to operator who must enter same on register and verify by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Burma	First-class trains.
Albany.......	All trains.
Pringle	All trains.
Brooklyn.....	First-class trains.
Hillsboro.....	Extra trains.
Corvallis	Nos. 705 and 706.

RULE 83 (C). Before using UPRR main track East Portland, yard crews must secure register check at East Portland Tower on first-class trains as prescribed by UPRR Rule S-83. Yardmen must protect against overdue first-class trains as prescribed by UPRR Rule 93.

RULE 92. Will not apply to movement of trains East Portland to Portland.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
645.71	Eugene	651.28
	“ (Coos Bay Br.)	650.76
689.67	Albany	691.73
	“ (Toledo Br.)	692.43
	“ (Tallman Br.)	690.40
715.91	Salem	721.11
718.93	“ (Geer Br. and Woodburn-Springfield Br.)	719.58
	“ (Falls City Br.)	721.15
734.12	Woodburn	735.67
736.38	“ (Woodburn-Springfield Br.)	
745.84	Canby	747.87
	“ (Molalla Br.)	748.20
765.01	Brooklyn	
770.76	“ (Tillamook Br.)	
684.42	Tallman (Woodburn-Springfield Br.)	685.72
696.91	“ (Tallman Br.)	
687.23	Lebanon	690.17
704.52	Shelburn (Woodburn-Springfield Br.)	705.30
	“ (Mill City Br.)	705.56
726.11	Silverton	728.42
725.79	Mill City	727.90
685.87	Corvallis (West Side Br.)	690.96
701.02	“ (Toledo Br.)	703.88
765.12	Toledo	766.75
696.01	Wellsdale	701.07
708.70	Independence	711.17
713.95	Gerlinger (West Side Br.)	715.64
728.17	“ (Falls City Br.)	729.68
730.23	Whiteson (West Side Br.)	731.24
	“ (Willamina Br.)	730.93
734.04	McMinnville	736.30
737.52	St. Joseph	738.46
	“ (Newberg Br.)	738.40
741.90	Carlton	743.27
754.15	Seghers	755.64
757.62	Carnation	758.91
	(Inc. spur from Detour to Forest Grove city station)	
764.30	Hillsboro (West Side Br.)	
766.69	“ (Tillamook Br.)	766.94
774.66	Beaverton	776.03
763.34	Cook (Newberg Br.)	
782.05	“ (Tillamook Br.)	764.72
679.41	Dawson	
678.31	Glenbrook	
	Tillamook	855.57
846.70	Garibaldi	845.33
834.45	Wheeler	832.97
816.55	Salmonberry	815.68
811.41	Enright	810.72
800.47	Cochran	799.65
793.91	Timber	791.77
781.56	Buxton	780.68
748.07	Newberg	749.52
766.58	Oswego (Tillamook Br.)	768.70
	“ (Jefferson St. Br.)	768.80
721.85	Winona	723.14
733.31	Dallas	734.88
745.97	Black Rock	
757.32	Molalla	
737.49	Broadmead (Willamina Br.)	738.08
	“ (Perrydale Br.)	737.97
748.42	Willamina	

Yard limit one mile board for westward trains at MP 722.2 approaching Salem is located to left of track.

Herders must use green flag by day and green light by night to give signals for movement of trains and engines entering or leaving yard tracks at Brooklyn, Salem, Albany and Eugene Yard.

When cars are moved in either direction between Brooklyn, East Portland, Portland, Albina, on main track by night, a red light must be displayed on rear of rear car.

Cars may be stored on east leg of wye Alpine Jct.; on main track Bailey Jct.; on main track east of Alpine; on Geer Branch main track Salem and west of water tank on West Side Branch Corvallis.

Eugene. Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483. Coos Bay Subdivision trains must use this running track to and from Eugene passenger station. Other trains must not use this track when such use will interfere with the movement of Coos Bay Subdivision first-class trains. Junction switch will be handled by herders.

Eugene. Westward first-class trains approach Signal 6477 and eastward first-class trains approach Signal 6470 prepared to head in if signal received from yardman.

Burma. Yardmen must not line east switch for westward trains to enter Eugene Yard until after train has been identified.

Albany. OERy trains between Albany and Lebanon will cross SP main track through crossovers 300 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6913 located at derail on OERy track; and will use Albany and Page sidings between Albany and Tallman Branch junction switch at Page; but must comply with Rules 93 and 842. When no yardmaster or representative present must comply with Rules 83 and 83 (C), eastward OERy trains obtaining check of register at Albany station, and westward OERy trains obtaining check of register by telephone from SPCo operator at Albany, before fouling SPCo main track. Check of register received by telephone must be repeated for verification.

Salem. Westward interlocking signal governing movement over drawbridge on Falls City Branch will not be cleared for trains until bridgetender receives permission from operator at Pringle or yardman, and when cleared will be authority to proceed to Salem. This will not apply to yard engine movements for which interlocking signal may be cleared at any time. Signal 14 (j) may be used by yard engines for identification.

Toledo. C. D. Johnson Lumber Corporation have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg. Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

RULE 98. RAILROAD CROSSINGS AT GRADE AND DRAW BRIDGES NOT INTERLOCKED:

Albany	OERy crossings over yard tracks.
Salem	OERy crossings over yard tracks.
Between Salem and Pinckney	OERy crossing.
Liberal	E & W Lbr. Co. crossing.
Between Independence and Wigrich Jct.	V&SRR crossing.
Gerlinger	West Side Br. and Falls City Br. crossing.
Hillsboro	OERy crossing at Range St.

When trains stop on crossings not protected by interlocking signals the intersecting line must be protected as prescribed by Rule 99.

RULE 99 (C). Will apply as follows:

Toledo Br., between Corvallis and Toledo.
Woodburn-Springfield Br., between Springfield and Tallman.
West Side Br., between Corvallis and Cheshire.
Alpine Br.
Bellfountain Br.
Mill City Br., between Mill City and Idanha.
Tillamook Br., between Wheeler and Tillamook.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing following highways:

Seghers	Within 50 feet of Westside Highway Stimson mill spur.
Canby	(Molalla Branch) Pacific Highway.

RULE 104. The normal position of rigid switches at junction points and end of double track is as follows:

Eugene	Coos Bay line, for running track.
Eugene Yard	Coos Bay line, for yard track.
Page	Tallman Br., for Page siding.
Albany	OERy connection, for SP main track.
Albany	Toledo Br., for Brooklyn line.
Salem	Falls City Br., for Brooklyn line.
Salem	Geer Br., for east leg of wye.
Canby	Molalla Br., for siding.
Willsburg Jct.	Tillamook Br., for Brooklyn line.
Haig	End double track, for eastward track.
Springfield	Woodburn-Springfield Br., for Cascade line.
Tallman	East wye switch, for Albany-Lebanon line.
Tallman	West wye switch, for Albany-Brownsville line.
Lebanon	OERy connection, for SP main track.
Shelburn	West wye switch, for Lebanon-Mill City line.
Shelburn	East wye switch, for Lebanon-Geer line.
Geer	East switch Geer wye on Geer Branch, and west wye switch on Woodburn-Springfield Br. lined for movement Salem to Shelburn.
Geer	East switch on Woodburn-Springfield Br. lined for movement Woodburn to Salem.
Woodburn	Woodburn-Springfield Br., for siding.
Corvallis Jct.	Toledo Br., for West Side Br.
Corvallis Jct.	East wye switch on West Side Br., for wye.
Corvallis	West Side Br., for Toledo Br.
Toledo	C. D. Johnson Lbr. Corp. tracks, for SP main track.
Alpine Jct.	Alpine Br., for West Side Br.
V&S Jct.	V&SRR track, for SP main track.
St. Joseph	Newberg Br., for West Side Br.
Newberg	Spaulding Lbr. Co. track, for SP track.
Hillsboro	West Side Br., for Tillamook Br.
Cook	Newberg Br., for Tillamook Br.
Bailey Jct.	Bellfountain Br., for Alpine Br.
Whiteson	Willamina Br., for West Side Br.
Willamina	W&GRRy connection, for siding.
Broadmead	Perrydale Br., for Willamina Br.
Beburg	OERy connection, for SP main track (A-P.B.).
Greton	OERy connection, for SP main track (A-P.B.).
Wilsonia	Jefferson St. Br., for Tillamook Br.

Glenbrook. Normal position of switch east end of siding will be for movement to siding.

DERAILS IN MAIN TRACK

Salem	On Falls City Br., at clearance point, junction switch.
Canby	On Molalla Br., 100 feet east of east wye switch.
Willsburg Jct.	On Tillamook Br., at clearance point, junction switch.
Wilsonia	On Jefferson St. Br., at clearance point, junction switch.
Willamina	1550 feet east of station building.
Glenbrook	200 feet east of east switch of siding.
Dawson	210 feet east of west switch.
Black Rock	200 feet east of west switch on old main track.

No. 1 track at Black Rock is new main track.

RULE 105. Following tracks are designated for use as sidings:

Junction City. No. 1 track next to main track.

Page. Siding extends from Signals 6896-6897 to 1250 feet east of overhead highway crossing.

Albany. Siding extends from Signals 6900-6901 to Signals 6915-6916.

Tallman Branch main track ends at clearance point east of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany. Tallman Branch trains must stop before entering Page siding.

Toledo Branch main track ends at switch 860 feet east of overhead highway crossing, Albany.

Geer Branch at Salem ends at signboard 10 car lengths east of east wye switch on Geer Branch and at Geer ends at first wye switch which must be left lined and locked for west leg of wye.

Canby. Molalla Branch ends at west wye switch connecting with the siding.

Oswego. Track opposite station.

RULE 221. Eugene Yard is train-order office for trains originating only.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty:

Mt. Angel
Newberg
Lyons
Wellsdale
West Scio
Silverton
Independence
Brownsville
Cochran
Enright
Sheridan
Gerlinger
McMinnville

Trains must obtain clearance before leaving Corvallis, Dallas, Mill City, Timber, Wheeler and Monroe.

Eugene. Trains must obtain clearance before leaving Eugene, except trains terminating Eugene Yard may leave Eugene without clearance.

RULE 505. AUTOMATIC BLOCK SYSTEM

Eugene. Westward repeater light type signal on mast of eastward Signal 6470 west of Eugene repeats indication displayed by westward home signal 6471 west of Eugene passenger station.

Eugene Yard. Westward trains to enter Eugene Yard tracks must not exceed 15 MPH over the 1600-foot section of track in approach to east switch to permit yardman to identify train and operate electric switch lock and throw switch for yard track.

Salem. Dwarf Signal 7191 on Falls City Br. governs movement of trains from Falls City Br.

Willsburg Jct. Normal indication of home signal on Tillamook Br. is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a Tillamook Branch train is stopped by Signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Jct., it may proceed immediately with caution, not exceeding 12 MPH to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Tillamook Branch at Willsburg Jct. will stop west of Signal 7652 west of Willsburg Jct.

Lebanon. OERy junction switch at MP 688.9 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on SPCo track with derail on OERy track in derailing position. Normal indication of signals on SPCo track is "proceed" and signal on OERy "stop".

When switch indicator located at derail indicates block clear, derail and switch may be lined for movement to SPCo track and when so lined, and block is clear, signal on OERy will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99.

When operator is on duty at Lebanon, OERy trains will obtain permission from operator before entering SPCo main track.

PUSH BUTTONS

Push buttons and lights on side of relay case at west end of sidings at Hito and Coalca. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to number of signal on siding. Train on siding to let train on main track pass should not pass "Approach Circuit" sign on siding; but if necessary to do so, press button with number corresponding to number of signal on main track.

RULE 510. The following block signals equipped with triangular number plate displaying letter "P" have included in their control limits some special protective device:

Eastward Signal	PROTECTION	Westward Signal
P-7500	Spring switch west end siding Coalca............	P-7501 P-7503

RULE 516. Overlap posts:
Eastward trains:
Swain............1900 feet east of Signal 6594, opposite clearance point of storage track.
Fair Grounds....300 feet east of west switch.
East Milwaukie..3100 feet west of east switch.
Westward trains:
Irving ....2500 feet east of west switch.
Willsburg Jct. ...6000 feet east of junction switch.

RULE 535. SPRING SWITCHES

Spring switch equipped with facing point locks is located as follows, and speed indicated must not be exceeded while trailing through this switch:

Location		Normal Position	Max. Speed MPH
Coalca......	West switch siding......	Main track.......	25

If Signal 7503 west end siding Coalca does not indicate "proceed", switch must be hand-thrown for movement from siding.

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when trailing through them, and speed of 25 MPH must not be exceeded passing over switch in facing movement:

Location		Normal Position	Max. Speed MPH
Eugene Yard...	Switch to roundhouse lead..	Switching lead..	15
Eugene Yard...	East switch No. 101 track...	Switching lead..	15
Eugene Yard...	East switch No. 102 track...	Switching lead..	15

RULE 605. INTERLOCKING

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

SP&SRy Crossing. Madison St. Portland: Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed, be governed by Rule 663.

East Portland Tower. Governs movement over Willamette River bridge.

Limits extend from east end of Willamette River bridge to 1500 feet west of west end of bridge.

Movement governed by UPRR rules, the requirements of which are similar to SPCo interlocking rules except UPRR Rule 663 requires hand signal from signalman to be given from the center of track on which the movement is to be made.

The following whistle signals will be used:
To Portland, —.
To Albina, — o.
To SP main track, o —.
To Transfer track, — o —.
To Graham (Sullivan Gulch line), — —.
To East Second Street, o o —.
To SP yard, o — o.

Northern Pacific Terminal Tower. Limits extend from east end of Willamette River bridge to Terminal tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of Northern Pacific Terminal Company.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving Terminal Company yards.

When the home signal indicates "stop" the following whistle signals will be used:

To Albina, — o.
To Troutdale, — —.
To SP Main track, o —.
To SP yard, o — o.
To East Second Street, o o —.
To SP&S to East Side, o o —.
To Track 10, — — o.

When the home signal indicates "proceed" the whistle must not be sounded.

When conditions are favorable use hand or lamp signals for route desired, omitting whistle signals.

Trains and engines using tracks 1 to 10 inclusive, must run at restricted speed when passing a train receiving or discharging passengers and must not cross under "High Shed" at passenger station without receiving a proceed signal from the stationmaster or his assistant.

In making this movement with yard engines, a member of the crew, and not more than one, must ride on leading footboard of the engine, and when cars are being pushed must ride on front of leading car in direction engine is moving.

A flagman must precede the movement of yard engines over crossing in front of the baggage room unless a proceed signal is given by the stationmaster, baggagemaster or their assistants.

Trains and engines must not exceed 10 MPH between 17th Ave. and passenger station, and 6 MPH between north end of passenger station tracks and Front Ave.

UPRR 3800 series engines create very close clearance at outside of curves when moving over tracks at south end Union Station passenger yard. Trains or engines on any of the odd numbered tracks should remain on straight track sufficient distance from curve to afford proper clearance.

Albany Drawbridge Tower. Governs movement over Willamette River drawbridge 0.8 mile east of Albany on Toledo Branch.

Salem Drawbridge Tower. Governs movement over Willamette River drawbridge one mile east of Salem on Falls City Branch.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK SYSTEM

Absolute-Permissive Block system between Greton and Beburg.

Eastward SP trains will, when meets are made at Beburg, move through siding unless otherwise provided by train order. Eastward trains entering siding at Beburg must clear main track as soon as possible to release signals for other movements.

RULE 827. TRAIN INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Mayo or Belding.

With above exceptions maximum distance freight trains may run without stopping for inspection is 50 miles, except that trains in either direction between Eugene Yard and Brooklyn may run not to exceed 70 miles when in the judgment of conductor and engineer it is safe to do so.

AIR BRAKE RULES

RULE 17. Retainers will be used on freight and mixed trains on descending grades as follows:

Macleay-Geer	1 valve for every 120 Ms in train.
Timber-Enright both directions Black Rock-Falls City	1 valve for every 100 Ms in train.
Tunnel 25-Buxton Summit-Nashville	1 valve for every 120 Ms in train.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

RULE 25. Rear end air test must be made on all trains immediately before leaving Cochran.

When helper engine is in train, after rear end test has been made, the leading engineer must not attempt to start until the helper engineer has sounded signal 14 (b). The helper engineer must not sound whistle until signal is received from rear.

In making rear end test between Buxton and Salmonberry, between Black Rock and Falls City, it must be made in accordance with Air Brake Rule 25 (b).

RULE 33. Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:

Summit and Nashville	120 Ms
Black Rock and Falls City	100 Ms
Timber and Belding	100 Ms
Buxton and Strassel	120 Ms

PASSENGER TRAINS

RULES 36 and 39. Rear end air brake test will be made before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear of train and give four blasts of air signal from rear car. Engineman will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River bridge, Portland, as prescribed by Rule 39, must signal engineman by use of communicating signal.

When passing over Willamette River bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

RULE 39. Running test must be made by passenger trains as follows:

Willamette River bridge	Passing Haig.
Newberg Branch	East and west of Rex.
Tillamook Branch	Eastward trains before descending grade east of Tunnel 25.

MISCELLANEOUS

4. In helper service:

When more than one engine is used on a train in freight service, in either direction between Brooklyn and Eugene Yard or intermediate points, those in excess of one will be placed next ahead of caboose and ahead of wooden underframe cars.

Tillamook Branch. Helper engines must be detached from train on descending grade between Cochran and Enright, except that one helper may be operated on head end of train. Helper engines must not be operated in rear of train.

Car limit descending grades is 71 cars, except between Cochran and Westimber is 60 cars.

Empty 67-foot skeleton log flats must not be placed in train ahead of helper engines.

5. In order to more definitely indicate tracks normally used by SPCo crews in Albina yard for purpose of interchange as between UPRR and SPCo, the following Albina tracks are designated for receipt and delivery of transfers:

Old Main line.
Coach tracks 2, 3, 5 and 6.
Tracks 1 to 12, inclusive.
Tracks 23 to 26, inclusive.

10.

Class of Engine	Restricted Tracks
Engines over 200,000 lbs. on drivers	Eugene—Jennings spur; Gas spur; House track; Woolen Mill spur; Allen & Lewis spur; Eugene Concrete Co. spur; Walters Bushong spur west of road crossing; Eugene Sand & Gravel Co. spur.
Engines over 200,000 lbs. on drivers	Eugene Yard—Spur at MP 649.8 Coos Bay line.
F, AC-4 to 12, Mt, GS, AM	Junction City—All inside tracks except siding (F class may use back track from east end to stock corral).
F, AC-4 to 12, Mt, GS, AM	Harrisburg—Standard Oil spur.
F, AC-4 to 12, Mt, GS, AM	Tangent—Mill track; house track.
Engines over 200,000 lbs. on drivers	Albany—Water Street track.
P-10-14, Mt, GS	Albany—Old C&E main track from rip track to roundhouse.
F, AC-4 to 12, Mt, GS, AM	Albany—House track; all tracks in old C&E yard.
F, AC-4 to 12, Mt, GS, AM	Millersburg—House track.
F, AC-4 to 12, Mt, GS, AM	Jefferson—House track; back tracks.
F, AC-4 to 12, Mt, GS, AM	Marion—House track.
F, AC-4 to 12, Mt, GS, AM	Turner—House track.
Engines over 200,000 lbs. on drivers	Salem—Trade Street track.
Steam engines	Salem—Front Street tracks.
F, AC-4 to 12, Mt, GS, AM	Fair Grounds—Tile spur; wood spur; oil spur; Valley Pkg. spur; Fair Grounds spur.
Engines over 200,000 lbs. on drivers	Woodburn—Beyond 800 ft. west of switch to Terminal Ice & C. S. Co. track on Woodburn-Springfield Br.
AC-4 to 12	Woodburn—On east leg of wye.
F, AC-4 to 12, Mt, GS, AM	Aurora—House track.
F, AC-4 to 12, Mt, GS, AM	Barlow—Spur.
F, AC-4 to 12, Mt, GS, AM	Canby—Pit track; stock track; team track.
F, AC-4 to 12, Mt, GS, AM	New Era—Spur.
F, AC-4 to 12, Mt, GS, AM	Pulp—Log dump track.
Engines over 200,000 lbs. on drivers	Pulp—Crown Willamette track between warehouse and river.
F, AC-4 to 12, Mt, GS, AM	Oregon City—House track; Paper Mill track.
F, AC-4 to 12, Mt, GS, AM	Clackamas—Stock track.
F, AC-4 to 12, Mt, GS, AM	East Portland—North leg of wye at west end Willamette River bridge.
Engines over 161,000 lbs. on drivers	East Portland—SP open dock tracks.
Engines over 180,000 lbs. on drivers	Corvallis—Fishers spur.
All	Jefferson St.—Multnomah Fuel Co. spur.

SPCo employes must not handle engines or cars on J. H. Baxter and Co. locomotive crane track at Clackamas.

SP engines must not operate on track No. 4 (main line V&S Ry) at V&S Jct.

Load limit (car and contents):

Springfield-Tallman	169,000 pounds
Lebanon-Geer	169,000 pounds
Shellburn-Idanha	169,000 pounds
Canby-Molalla	169,000 pounds
Corvallis-Toledo	169,000 pounds

22. SPCo trains will stop before passing under SP&SRy track while log trains are passing on overhead crossing in either direction, MP 773.5 between Banks and Roy.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail

All water tanks and water columns have impaired side clearance at spout.

BROOKLYN SUBDIVISION

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
620.00	856 feet east	Rock Cut	----	5.7
698.93	Millersburg-Jefferson	N. Santiam River crossing	21.7	4.9
757.50	Park Place-Clackamas	Clackamas River crossing	21.3	4.9

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.

Salem. Trolley wires on Front Street are less than 22 feet above top of rail.

Pulp. Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling into cars or doing switching on this track.

Portland, Union Station. South end tracks 1 and 2, 3 and 4, 5 and 6, 7 and 8, 9 and 10, from interlocking signals to a point 100 feet north of the crossing at the south end of these tracks.

Tracks 5 and 6 are on 12 ft. 3 inch centers their entire length. Above tracks will not clear man on side of a car.

WOODBURN - SPRINGFIELD BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
650.25	Chestnut-Armitage	McKenzie River crossing	18.5	5.7
671.67	Brownsville-Rowland	Calapooia River crossing	20.6	4.3
698.48	Gilkey-Crabtree	Crabtree Creek crossing	19.9	5.3
698.58	" "	N. Fork Crabtree Cr. cross.	20.5	5.0
700.99	West Scio-Gilkey	Thomas Creek crossing	20.3	4.8
706.29	Shelburn-N. Santiam	N. Santiam River crossing	18.0	4.6

MILL CITY BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
714		Rock Cut	----	5.2
732		" "	----	5.1
736	2040 feet west	" "	----	5.8
736	3240 " "	" "	----	4.4
737		" "	----	5.4
737	2000 feet west	" "	----	5.2
737	2300 " "	" "	----	4.8
737	3000 " "	" "	----	4.0
738		" "	----	4.8
738	2000 " "	" "	----	5.3
738	3000 " "	" "	----	4.4
738	3600 " "	" "	----	5.8
739		" "	----	5.2
739	2500 " "	" "	----	4.3
739	3000 " "	" "	----	4.8
740	2300 " "	" "	----	5.8
741	300 " "	" "	----	5.6
743	90 " "	" "	----	5.8
743	700 " "	" "	----	5.6
744.21	Elk River-Detroit	Breitenbush River crossing	20.5	4.5
745	350 feet west	Rock cut	----	5.8
747	600 " "	" "	----	5.4
750	700 " "(both sides)	" "	----	5.8

Idanha Apron on loading track at Raines Saw Mill.

TOLEDO BRANCH

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
691.70	Albany	First Street crossing	----	4.5
691.82	Albany-North Albany	Willamette River crossing	21.8	4.4
711.35	Flynn-Wrens	1st crossing Marys River	18.4	4.2
715.0	1000 feet west	Rock cut	----	4.6
716.68	Wrens-Russell	6th crossing Marys River	17.8	4.4
717.13	" "	7th " "	----	4.7
718.88	Harris-Blodgett	8th " "	----	4.6
719.37	" "	9th " "	----	4.4
719.66	" "	10th " "	----	4.7
720.25	" "	11th " "	----	4.7
720.51	" "	12th " "	----	4.6
720.78	" "	14th " "	----	4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	" "	Tunnel No. 23	16.1	3.7
739.18	Nortons-Eddyville	4th crossing Yaquina River	----	4.5
739.43	" "	5th " "	----	4.6
743.68	" "	6th " "	----	4.7
745.79	Eddyville-Chitwood	7th " "	----	4.8
748.72	" "	8th " "	----	4.5
751.22	Chitwood-Elk City	9th " "	----	4.4
751.57	" " "	10th " "	----	4.7
751.77	" " "	11th " "	----	4.8
752.4	" " "	Tunnel No. 24	16.4	4.0
752.99	" " "	15th crossing Yaquina River	----	4.8

FALLS CITY BRANCH

719.74	Pinckney-Salem	Willamette River crossing	21.6	4.9
743	3700 feet west	Rock cut	-----	4.3
747.10	Black Rock-end of line	6th crossing Little Luckiamute River	-----	4.7

Dallas. Trains operating between Dallas and Falls City before occupying main track between switches of deck track Dallas, will stop and a trainman will notify crane operator to discontinue operation of crane until train has passed.

WEST SIDE BRANCH

731.85	McMinnville-Whiteson	S. Yamhill River crossing	19.5	4.5
702.96	Parker-Suver	Luckiamute River crossing	19.8	4.5

NEWBERG BRANCH

762.12	Tualatin-Cook	Tualatin River crossing	21.1	---

WILLAMINA BRANCH

745.27	Sheridan-Shipley	S. Yamhill River crossing	-----	5.0
	Willamina	Willamina Clay Prod. Co.	16.6	2.8

Willamina. Before switching on spur track serving Pacific Plywood Corporation, Willamina, see that the hog fuel loading platform is in an upright position.

MOLALLA BRANCH

751.06	Canby-Liberal	Molalla River crossing	-----	4.7

TILLAMOOK BRANCH

789.6	Strassel-Hulbert	Tunnel No. 25	20.1	---
801.8	Cochran-Mayo	Tunnel No. 26	19.1	4.8
803.6	“ “	Tunnel No. 27	20.0	4.6
805.7	Mayo-Enright	Tunnel No. 28	20.1	---
806.2	“ “	Tunnel No. 29	19.3	5.0
806.5	“ “	Tunnel No. 30	20.1	---
807.9	“ “	Tunnel No. 32	19.5	5.2
808.5	“ “	Tunnel No. 34	20.0	5.5
809.5	Belding-Enright	Rock cut	-----	5.7
809.9	“ “	Tunnel No. 35	19.8	5.4
810.2	“ “	Rock cut	-----	5.9
810.4	“ “	“ “	-----	5.5
810.7	“ “	Tunnel No. 36	20.1	5.5
813.9	Belfort-Salmonberry	Rock cut	-----	5.7
815.0	“ “	“ “	-----	5.6
815.5	“ “	“ “	-----	5.7
815.81	Salmonberry-Wakefield	1st crossing Nehalem River	21.3	4.9
817.9	“ “	Rock cut	-----	4.6
819.0	Wakefield-Batterson	“ “	-----	5.5
822.1	“ “	“ “	-----	5.8
830.5	Batterson-Mohler	“ “	-----	5.3
830.89	“ “	2nd crossing Nehalem River	21.1	4.9
846.85	Miami-Bay City	Miami River crossing	20.2	4.9
848.0	“ “ “	Tunnel No. 37	19.1	5.3
852.74	Idaville-Tillamook	Kelchis River crossing	20.3	4.9
854.37	“ “	Wilson River crossing	20.9	---

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employes should be on guard for overhead cable or other obstructions.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Train and enginemen are cautioned to watch closely for impaired clearance signs.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

	MPH
Eugene, MP 646.27-MP 648.69	30
Junction City, MP 660.37-MP 661.26	45
Halsey, MP 673.18-MP 674.18	45
Albany, MP 690.36-MP 692.50	30
Toledo Br., MP 691.88	30
Turner, MP 710.18-MP 711.10	45
Salem, MP 717.27-MP 720.56, except	35
Between MP 717.95 (west line of Mission St.), and MP 718.85 (east end of paving on 12th St.)	20
Geer Br., MP 724.90	35
Falls City Br., MP 719.75	35
Gervais, MP 731.78-MP 732.30	45
Woodburn, MP 734.45-MP 735.76	45
Woodburn-Springfield Br., MP 737.04	45
Hubbard, MP 738.43-MP 739.29	45
Milwaukie, MP 770.40-MP 769.83	12
Corvallis, West Side Br., MP 688.13-MP 689.58	20
Toledo Br., MP 704.33	20
McMinnville, MP 734.19-MP 735.64	25
Gaston, MP 752.81-MP 753.22	15
Forest Grove, MP 758.67	15
Cornelius, MP 760.29-MP 762.22	12
Newberg, MP 748.09-MP 749.07	15
Oswego, MP 766.84-MP 768.18	10

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Mk (except Engines 3297 and 3298), AM, F, SP, P-12, and AC class engines must not operate over Willamette River bridge, Portland.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

OERy diesel engines must not exceed 20 MPH between Beburg and Greton.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except	15
On branch lines	12
Brooklyn, through slip-switches	10
On spur between Wigrich Jct. and Wigrich	8
Through any siding, crossover, turnout, or slip-switch, with engine backing, except	10
F-4-5 class engines backing through any switch	6

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
4, 5	Between Eugene and Portland, except	65	65	60	55	50	45	40	35	40	45	40	35	30	20	20
	Eugene-MP 651	60	60	60	55	50	45	40	35	40	45	40	35	30	20	20
	MP 716-MP 720.3	60	60	60	55	50	45	40	35	40	45	40	35	30	20	20
	MP 742-MP 742.99	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	MP 742.99-MP 745.35 (Aurora city limits)	45	45	45	45	45	45	40	35	35	45	40	35	30	30	25
	MP 745.35-MP 748.90	60	60	60	50	50	45	40	35	35	45	40	35	30	15	15
	MP 748.90-MP 761.25	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	MP 761.25-MP 765.55	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	MP 765.55-Portland (Inc. Tacoma St.), except	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	Over other street crossings and along East First St., between Haig and SE Oak St	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Between SE Oak St. and East Portland	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Between East Portland and Union Station, Portland	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
6	Between Woodburn and Springfield, except	....	....	....	....	....	....	....	....	25	....	25	25	25	15	15
	Through Mt. Angel and Silverton and between Tallman and Coburg	....	....	....	....	....	....	....	....	18	....	18	18	18	15	15
	Between Coburg and Springfield	....	....	....	....	....	....	....	....	20	....	20	20	20	15	15
6	Between Albany and Tallman	....	....	....	....	....	....	....	....	30	....	30	30	30	20	20
7	Between Salem and Geer	....	....	....	....	....	....	....	....	18	....	18	18	18	15	15
7	Between Shelburn and Gates	....	....	....	....	....	....	....	....	22	....	....	22	22	15	....
7	Between Gates and Idanha	....	....	....	....	....	....	....	....	15	....	....	15	15	15	....
8	Between Albany and Philomath, except	....	25	25	....	25	25	25	25	25	....	25	25	25	18	18
	Over Willamette River Bridge	....	15	15	....	15	15	15	15	15	....	15	15	15	15	15
8	Between Philomath and Toledo, except	....	....	....	....	....	....	....	....	20	....	....	20	20	12	....
	Through all tunnels	....	....	....	....	....	....	....	....	15	....	....	15	15	12	....
	With two engines coupled, over bridges 711.35 and 716.68	....	....	....	....	....	....	....	....	10	....	....	10	10	10	....
8	Between Salem and Dallas, except	....	25	25	....	25	25	25	25	25	....	25	25	25	15	15
	On 17°30′ curve between East end Union St. and Salem, and over Willamette River Bridge	....	12	12	....	12	12	12	12	12	....	12	12	12	12	12
8	Between Dallas and Black Rock	....	....	....	....	....	....	....	....	15	....	....	15	15	10	....
9	Between Cheshire and Hillsboro, except	....	25	25	....	25	25	25	25	25	....	25	25	25	20	20
	Between MP 694 and MP 696, and through Independence	....	20	20	....	20	20	20	20	20	....	20	20	20	20	20
9	Between Cook and St. Joseph via Newberg	....	25	25	....	25	25	25	25	25	....	25	25	25	20	20
9	Between Alpine Jct. and Glenbrook, and between Bailey Jct. and Dawson	....	....	....	....	....	....	....	....	15	....	15	15	15	15	....
10	Between Whiteson and Willamina and between Broadmead and Perrydale	....	....	....	....	....	....	....	....	15	....	15	15	15	15	....
10	Between Canby and Molalla	....	....	....	....	....	....	....	....	15	....	15	15	15	15	....
10	Between Wilsonia and Jefferson St	....	....	....	....	....	....	....	....	20	....	20	20	20	15	....
11	Between Willsburg Jct. and Timber, except	....	25	25	....	25	25	25	25	25	....	25	25	25	20	20
	Over junction switch Cook, and between Cook and Hillsboro	....	20	20	....	20	20	20	20	20	....	20	20	20	20	20
	Between Buxton and Timber	....	....	....	....	....	....	....	....	20	....	20	20	20	15	15
11	Between Timber and Enright, except	....	....	....	....	....	....	....	....	15	....	15	15	15	10	10
	Over Wolf Creek bridge, MP 803.6, Westward	....	....	....	....	....	....	....	....	12	....	12	12	12	10	10
	On 17°30′ curves at MP 807.5 and MP 808.2	....	....	....	....	....	....	....	....	10	....	10	10	10	10	10
11	Between Enright and Wheeler	....	....	....	....	....	....	....	....	18	....	18	18	18	15	15
11	Between Wheeler and Tillamook, except	....	....	....	....	....	....	....	....	15	....	15	15	15	15	15
	On curves between Wheeler and Jetty, and on curves between Garibaldi and Bay City	....	....	....	....	....	....	....	....	....	....	....	....	....	12	....

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Cheshire to Corvallis	Corvallis to Gaston	Gaston to Hillsboro Hillsboro to Cook	Cook to Sherwood Willsburg Jct. to Cook Cook to Hillsboro Hillsboro to Gaston	Gaston to Corvallis	Corvallis to Cheshire
E-23	1500 and 1502	2450	2850	1650	2250	....	....	....	....	....	....
M-4	1617 to 1713	3250	3750	2200	3000	4000	1950	2650	2100	1650	750
M-6, 8	1721 to 1803, 1823 to 1825	3800	4400	2600	3500	....	....	....	....	....	....
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	4000	4650	2750	3700	....	....	....	....	....	....
M-11	1832 to 1835	4200	4850	2850	3850	....	....	....	....	....	....
T-1	2242 to 2271	2750	3200	1850	2500	4500	1590	2250	1500	1400	900
T-8, 9	2161, 2174 and 2178	1950	2300	1350	1800	3250	1200	1600	1250	1000	650
T-23	2301 to 2310	4000	4650	2700	3650	....	....	....	....	....	....
T-26	2283 to 2299	3400	3950	2300	3150	....	....	....	....	....	....
T-28, 31	2311 to 2362	4350	5050	2950	4000	....	....	....	....	....	....
T-32, 40	2363 to 2384	4450	5200	3050	4150	....	....	....	....	....	....
T-36	2103	2950	3450	2000	2750	4800	1800	2400	1900	1550	1000
T-37	2105 and 2106	4000	4650	2700	3700	....	2450	3250	2600	2050	....
T-57, 58	2385 and 2386	3600	4200	2450	3300	....	2200	2950	2300	1850	....
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3600	4200	2400	3300	....	2150	2900	2300	1800	....
P-1	2400, 2403 to 2407 and 2415	3750	4400	2550	3450	....	2250	3050	2400	1900	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3950	4600	2650	3600	....	2400	3200	2500	2000	....
P-6	2453, 2454 and 2458	4450	5200	3000	4100	....	....	....	....	....	....
P-7	2476 and 2477	4750	5500	3200	4350	....	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	4850	5650	3250	4450	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	5150	6000	3500	4750	....	....	....	....	....	....
P-11	3100 to 3109	3850	4500	2600	3550	....	2350	3150	2450	1950	....
P-12	3120 to 3129	5150	6000	3500	4750	....	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4850	5600	3300	4450	....	2970	3960	3100	2520	....
C-15, 32	2500, 2505 to 2507	3100	3600	2100	2850	5000	1900	2550	2000	1600	1050
C-17	2510 and 2511	3800	4450	2600	3500	6100	2350	3150	2500	2000	1350
C-18	3400 to 3409	4450	5150	3050	4100	....	2750	3650	2900	2300	....
C-19	3410 to 3426	4650	5400	3150	4250	....	2850	3800	3000	2400	....
TW-1	2900 to 2913	3700	4300	2550	3450	6000	2575	3220	2400	2290	1250
TW-2, 3	2932 to 2952	3000	3450	2050	2750	4800	1700	2400	1750	1650	1000
TW-4, 6	2926 to 2931 and 2957	2850	3300	1900	2600	4600	1700	2400	1750	1650	950
TW-8	2914 to 2923	4200	4850	2850	3850	6650	2575	3220	2400	2290	1400
A-3	3029	2800	3300	1900	2600	....	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	2950	3450	1950	2700	....	....	....	....	....	....
A-6	3000 to 3003	3450	4050	2300	3150	....	....	....	....	....	....
Mk-2, 4	3201 to 3240	5600	6500	3800	5150	....	....	....	....	....	....
Mk-5, 6	3241 to 3277	6150	7150	4200	5650	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	6750	7800	4600	6200	....	....	....	....	....	....
Mk-10	3295	5200	6050	3550	4800	....	....	....	....	....	....
Mk-11	3297 and 3298	5000	5800	3400	4600	....	....	....	....	....	....
F-1	3600 to 3652	7100	8250	4850	6550	....	....	....	....	....	....
F-3	3653 to 3667	8100	9400	5550	7450	....	....	....	....	....	....
F-4, 5	3668 to 3769	8450	9850	5800	7800	....	....	....	....	....	....
AM-2	3900 to 3911	7550	8750	5150	6950	....	....	....	....	....	....
MM-3	3930 and 3931	9350	10800	6400	8600	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	9750	7965	6700	8570	....	....	....	....	....	....
AC-4, 5	4100 to 4125	12700	14700	8700	11700	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	13400	15500	9200	12400	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6450	7550	4400	5950	....	....	....	....	....	....
Mt-2	4385 to 4390	7100	8250	4850	6550	....	....	....	....	....	....
GS-1, 2	4400 to 4415	6900	8000	4650	6350	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	7050	8200	4750	6450	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	9500	11000	6500	8750	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms ....6 45 Ms to 55 Ms ....3 More than 55 Ms 0										

SP&S engines may operate as follows: Between Greton and Beburg—F Class not to exceed 161,160 lbs. on drivers; N Class not to exceed 198,080 lbs. on drivers; 0-1, 0-2, 0-3 and Des. Class not to exceed 248,000 lbs. on drivers.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Sherwood to Springbrook St. Joseph to Springbrook	Springbrook to Sherwood	Sherwood to Cook Cook to Willsburg Jct.	Springbrook to St. Joseph	Whiteson and Perrydale	Broadmead to Willamina	Willamina to Broadmead	Canby and Molalla
M-4	1617 to 1713	970	1050	2650	4000	1500	2150	1450	...
T-1	2242 to 2271	880	840	2000	4500	1300	1850	1200	...
T-8, 9	2161, 2174 and 2178	650	625	1600	3250	900	1300	850	1280
T-36	2103	910	990	2400	4800	1400	2000	1350	...
T-37	2105 and 2106	1200	1300	3250	6000	1900	2700	1800	...
T-57, 58	2385 and 2386	1100	1200	2950	5800	1700	2400	1600	...
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1000	1100	2900	5900	1670	2350	1550	...
P-1	2400, 2403 to 2407 and 2415	1050	1200	3000	6100	...	...	...	...
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1100	1250	3200	6400	...	...	...	...
P-11	3100 to 3109	1100	1250	3150	6300	...	...	...	...
C-5,8,9,10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	1470	1600	3960	7800	2300	3250	2160	...
C-15, 32	2500, 2505 to 2507	960	1000	2550	5000	1500	2100	1400	...
C-17	2510 and 2511	1200	1300	3150	6200	1850	2600	1750	...
C-18	3400 to 3409	1400	1500	3650	7000	2150	3000	2000	...
C-19	3410 to 3426	1450	1550	3800	7200	2200	3100	2100	...
TW-1	2900 to 2913	1150	1250	3050	6000	1750	2500	2000	2400
TW-2, 3	2932 to 2952	1000	1000	2400	4800	1400	2000	1700	1850
TW-4, 6	2926 to 2931 and 2957	1000	1000	2400	4600	1300	1850	1700	1850
TW-8	2914 to 2923	1250	1350	3220	6600	1950	2700	2000	...

NOMINAL CLASS	ENGINE NUMBERS	Tillamook to Salmonberry	Salmonberry to Enright	Timber and Enright	Timber to Buxton	Enright to Tillamook Buxton to Hillsboro	Hillsboro to Buxton	Buxton to Timber	Shelburn and Idanha	Corvallis to Toledo	Toledo to Corvallis
M-4	1617 to 1713	2350	1200	550	1550	2500	1950	830	...	...	...
T-1	2242 to 2271	1750	900	400	1100	2000	1750	610	...	...	...
T-8, 9	2161, 2174 and 2178	700	720	300	850	1500	1200	500	800	850	590
T-36	2103	2150	1100	530	1450	2250	1800	780	...	...	...
T-37	2105 and 2106	2900	1500	700	1950	3050	2450	1050	...	...	...
T-57, 58	2385 and 2386	2600	1350	630	1750	2750	2200	940	...	...	...
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	2550	1300	560	1700	2700	2150	880	...	...	...
P-1	2400, 2403 to 2407 and 2415	...	...	...	...	...	...	...	...	...	...
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	...	...	...	...	...	...	...	...	...	...
P-11	3100 to 3109	...	...	...	...	...	...	...	...	...	...
C-5,8,9,10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	3500	1850	850	2400	3710	2970	1250	...	...	...
C-15, 32	2500, 2505 to 2507	2250	1200	560	1500	2350	1900	820	...	...	...
C-17	2510 and 2511	2750	1500	720	1900	2950	2350	1050	...	...	...
C-18	3400 to 3409	3250	1700	830	2200	3400	2750	1200	...	...	...
C-19	3410 to 3426	3350	1800	850	2300	3550	2850	1250	...	...	...
TW-1	2900 to 2913	2900	1300	570	1620	2850	2280	950	...	‡1900	‡1900
TW-2, 3	2932 to 2952	2700	1250	500	1250	2200	2000	700	1230	1500	890
TW-4, 6	2926 to 2931 and 2957	2700	1250	500	1250	2200	2000	700	1230	1500	890
TW-8	2914 to 2923	2900	1300	570	1620	2850	2280	950	...	‡1900	‡1900

‡TW-1 and TW-8 Class Engines must not operate between Flynn and Toledo.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Tallman to Springfield	Springfield to Tallman	Lebanon to Aumsville	Aumsville to Geer	Geer to Woodburn	Woodburn to Geer	Geer to Aumsville	Aumsville to Lebanon	Albany to Lebanon	Lebanon to Albany
M-4	1617 to 1713					2700	1950			3200	5000
T-1	2242 to 2271					2350	1800			2650	4500
T-8, 9	2161, 2174 and 2178	1150	1880	1500	850	1680	1280	600	1250	2000	3000
T-36	2103					2500	1800			2800	4800
T-37	2105 and 2106					3400	2450			3950	6000
T-57, 58	2385 and 2386					3050	2200			3550	5600
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460					3050	2150				
P-1	2400, 2403 to 2407 and 2415										
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436										
P-11	3100 to 3109										
C-5,8,9,10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469					4100	2950			4700	6500
C-15, 32	2500, 2505 to 2507					2650	1900			2950	5000
C-17	2510 and 2511					3250	2350			3650	6000
C-18	3400 to 3409					3800	2750			4400	6000
C-19	3410 to 3426					3950	2850			4450	6200
TW-1	2900 to 2913					3150	2250			3750	5000
TW-2, 3	2932 to 2952	1800	2650	2300	1200	2400	1810	850	1900	2850	4000
TW-4, 6	2926 to 2931 and 2957	1800	2650	2300	1200	2400	1810	850	1900	2850	4000
TW-8	2914 to 2923					3450	2500			3750	5000

NOMINAL CLASS	ENGINE NUMBERS	Geer and Salem	Albany to Corvallis	Corvallis to Albany	Salem to Dallas	Dallas to MP 735.5	MP 735.5 to Falls City	Falls City to Black Rock	Gilliams to MP 735.5	Black Rock to Gilliams MP 735.5 to Dallas	Dallas to Salem
M-4	1617 to 1713	2050	2050	5000	2000	1350	2850	690	2050	4600	1900
T-1	2242 to 2271	1750	1750	4500	1700	1150	2450	590	1750	3950	1600
T-8, 9	2161, 2174 and 2178	1280	1250	3300	1200	830	1750	390	1250	2850	1150
T-36	2103	1900	1900	4800	1800	1250	2600	660	1900	4200	1750
T-37	2105 and 2106	2600	2550	6500	2450	1700	3550	870	2600	5600	2350
T-57, 58	2385 and 2386	2300	2300	5800	2200	1550	3200	790	2300	5100	2100
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	2300	2250	5910	2200	1500	3150	720	2300	5100	2050
P-1	2400, 2403 to 2407 and 2415		2400	6200							
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436		2500	6450							
P-11	3100 to 3109		2450	6300							
C-5,8,9,10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	3100	3900	7800	3000	2100	4250	1050	3100	6800	2800
C-15, 32	2500, 2505 to 2507	2000	2000	5000	1900	1350	2750	690	2000	4400	1800
C-17	2510 and 2511	2500	2500	6200	2400	1650	3400	880	2500	5400	2250
C-18	3400 to 3409	2900	2900	7200	2750	1950	3950	1000	2900	6300	2600
C-19	3410 to 3426	3000	3000	7500	2850	2000	4100	1050	3000	6500	2750
TW-1	2900 to 2913	2400	2400	6000	2300	1600	3250	820	2400	5200	2150
TW-2, 3	2932 to 2952	1800	1900	4850	1800	1200	2500	590	1800	4000	1650
TW-4, 6	2926 to 2931 and 2957	1800	1800	4600	1700	1200	2500	590	1800	4000	1650
TW-8	2914 to 2923	2650	2400	6000	2500	1750	3600	910	2650	5800	2400

SP&S engines may operate as follows: Between Albany and Lebanon—N class not to exceed 198,080 pounds on drivers.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (d). Springfield Jct. To recall flagman from west on Medford Subdivision, give six long sounds of whistle.

RULE 83 (A). Medford Subdivision trains may register by ticket at Springfield Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
427.08	Ashland	430.80
439.40	Medford	444.37
456.70	Gold Hill	458.12
472.94	Grants Pass	474.57
507.52	Glendale	508.33
571.48	Roseburg	574.56
584.98	Sutherlin	587.16
608.29	Drain	609.65
623.75	Cottage Grove	627.15

RULE 105. Following tracks are designated for use as sidings:

Ashland. Eastward freight trains will use No. 1 Track and when necessary double over to No. 3 Track. Westward freight trains arriving Ashland will head in on Track No. 1 and if necessary to double to other track, double over as instructed by Agent or his representative when yard engine not on duty. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Medford. Siding extends from Signals 4414-4415 to Signals 4420-4421.

Roseburg. Eastward freight trains entering yard will use No. 1 Track. Westward freight trains will use scale track. Passenger siding is first track next to main track opposite station, formerly known as No. 5 Track.

RULE 221. Trains must obtain clearance before leaving Medford, Grants Pass, Roseburg, but may leave Medford between 12:01 AM and 8:00 AM without obtaining clearance.

RULE 505. AUTOMATIC BLOCK SYSTEM

Ashland. Trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 MPH.

PUSH BUTTONS

Push buttons and time-release on side of relay case on Signal 6208 at Springfield Jct. If signal governing movement desired indicates "stop", and train on other line has stopped, or switch indicator indicates block clear, operate time-release and press button with number corresponding to number of signal desired. Signal should clear after four-minute interval. If signal does not clear train may proceed only after providing flag protection on other line and as prescribed by Rule 509 (J).

RULE 510. The following block signals equipped with triangular number plate displaying letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-6208 P-6446	Spring switch, junction switch Springfield Jct.	P-6447

RULE 516. Overlap posts:

Eastward trains:
Medford......500 feet west of Signal 4410.
Latham.......1700 feet west of Signal 6252.
Westward trains:
Medford......1434 feet east of Signal 4413.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Normal Position	Max. Speed MPH
Springfield Jct.	Junction switch	Cascade line	25
	Westward trains to	Siskiyou line	25

RULE 827. TRAIN INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:
Merlin (eastward); Pollard (westward).

With above exceptions maximum distance freight trains may run without stopping for inspection is 50 miles, when in the judgment of conductor and engineer it is safe to do so.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains on descending grades as follows:

Glendale-Grants Pass. In both directions—accessible.

Retainers will be used on freight and mixed trains on descending grades as follows:

Glendale-Grants Pass, both directions—1 valve for every 250 Ms in train.

Retainers will be used between Divide and Comstock; Rice Hill and MP 594; and Rice Hill-MP 602, when necessary to comply with provisions of Rule 29.

RULE 25. In making rear end test between Glendale and Grants Pass, it must be made in accordance with Air Brake Rule 25 (b).

RULE 33. Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:
Grants Pass and Glendale......140 Ms.

PASSENGER TRAINS

RULE 39. Running test must be made by passenger trains as follows:
Eastward trains leaving Grants Pass.
Westward trains leaving Glendale.

MISCELLANEOUS

10.

Class of Engine	Restricted Tracks
Engines over 200,000 lbs. on drivers	Medford — Big Pine spur; Clark Henry spur; old Jacksonville Ry. track.
F, AC-4 to 12, Mt, GS, AM	Medford — Medford Timber Prod. Corp. spur; west lead to Medford Corp. beyond 200 feet beyond derail; through crossover from track 4 to track 3 Army Cantonment.
Engines over 200,000 lbs. on drivers	Gold Hill—Oil spur.
F, AC, Mt, GS, AM	Myrtle Creek—Standard Oil spur; Shell Oil spur; House track.
F, AC, Mt, GS, AM	Myrtle Creek—Packing Plant track.
AC	Green—Eugene Plywood track; other engines restricted to 8 MPH.
Engines over 200,000 lbs. on drivers	Roseburg—Kenny spur.
Engines over 200,000 lbs. on drivers	Deady—Spur.
F, AC-4 to 12, Mt, GS, AM	Sutherlin—Stock Yard track.
F, AC-4 to 12, Mt, GS, AM	Oakland — House track between east switch and station.
F, AC-4 to 12, Mt, GS, AM	Divide—Wye.
F, AC-4 to 12, Mt, GS, AM	Latham—All yard tracks.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

All water tanks and water columns have impaired side clearance at spouts.

MEDFORD SUBDIVISION

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	“ “	Tunnel No. 6	15.2	3.3
515	“ “	Tunnel No. 5	16.1	3.6
516	“ “	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4.8
518	5180 feet east	Rock cut	-----	5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521.40	“ “ “	West Fork Creek crossing	21.8	4.9
523	4490 feet east	Rock cut	-----	5.2
525	125 “ “	“ “	-----	5.8
526	3700 “ “	“ “	-----	5.7
526	3865 “ “	“ “	-----	5.3
526	4785 “ “	“ “	-----	5.2
528	600 “ “	“ “	-----	5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet east	Rock cut	-----	5.5

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employes should be on guard for overhead cable or other obstructions

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Train and enginemen are cautioned to watch closely for Impaired Clearance signs.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

	MPH
Central Point (5:00 AM to 10:00 PM) MP 445.41-MP 446.26	35
Roseburg, MP 571.74-MP 573.46	25
Yoncalla, MP 603.56-MP 603.83	25
Cottage Grove, MP 625.86-MP 627.03	25

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except	15
On branch lines	12
Green, AC class engines on house track	6
Glendale, AC class engines on Track No. 4	6
Through any siding, crossover, turnout, or slip-switch, with engine backing, except	10
F-4-5 class engines backing through any switch	6

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed of AC-1-2-3 class engines between Ashland and Springfield Jct., 30 MPH.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-3 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
12, 13	Between Ashland and Medford	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
	Over Main St. crossing Medford	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Between Medford and Roseburg, except	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	Between Grants Pass and MP 481.3	35	35	35	35	35	35	35	35	20	35	35	35	30	15	15
	Between MP 485.3 and Glendale	35	35	35	35	35	35	35	35	20	35	35	35	30	15	15
	Between Glendale and Reuben	45	45	45	45	45	45	40	35	20	45	40	35	30	15	15
	Between Reuben and MP 539.4, except	28	28	28	28	28	28	28	28	20	28	28	28	28	15	15
	On 12° curves between MP 515 and Brandt and at MP 528	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
	Between Roseburg and Springfield Jct., except	50	50	50	50	50	45	40	35	30	45	40	35	30	15	15
	Between MP 594 and MP 601 and between Comstock and Divide	25	25	25	25	25	25	25	25	25	25	25	25	25	15	15
14	Between Eugene and Coos Bay, except	.....	35	35	.....	35	35	35	35	25	.....	35	35	30	15	15
	*Eugene and MP 648.61	.....	30	30	.....	30	30	30	30	30	30	30	30	30	15	15
	Over drawbridges Siuslaw River, Umpqua River and Coos Bay, and between North Bend and Coos Bay	.....	10	10	.....	10	10	10	10	10	.....	10	10	10	10	10
	Trains handling logs on flats or logging cars between North Bend and Anderson Ave., Coos Bay									8						
15	Between Coos Bay and Myrtle Point, except	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	18	18	18	15	15
	Coalbank Slough	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	10	10	10	10	10
	Between Myrtle Point and Powers	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	10	10	10	10	10

*Regulated by city ordinance.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Ashland to Grants Pass	Grants Pass and Glendale Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Springfield Jct.	Springfield Jct. to Drain	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale
E-23	1500 and 1502	2200	570	1300	580	1600	1150	1250	900
M-4	1617 to 1713	2950	820	1800	840	2150	1550	1700	1250
M-6, 8	1721 to 1803, 1823 to 1825	3450	970	2100	1000	2500	1850	2000	1450
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	3650	1050	2250	1050	2650	2000	2150	1550
M-11	1832 to 1835	3800	1100	2350	1100	2800	2050	2250	1650
T-1	2242 to 2271	2550	700	1550	720	1850	1350	1500	1100
T-8, 9	2161, 2174 and 2178	1800	470	1100	490	1300	960	1050	780
T-23	2301 to 2310	3650	1000	2250	1100	2650	1950	2100	1550
T-26	2283 to 2299	3200	870	1950	900	2300	1700	1850	1450
T-28, 31	2311 to 2362	4050	1150	2550	1200	2950	2200	2350	1850
T-32, 40	2363 to 2384	4100	1150	2550	1200	3000	2200	2400	1850
T-36	2103	2700	770	1650	790	1950	1450	1600	1150
T-37	2105 and 2106	3650	1000	2250	1050	2650	1950	2150	1550
T-57, 58	2385 and 2386	3300	920	2000	950	2400	1750	1950	1400
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3250	860	1950	890	2350	1700	1850	1350
P-1	2400, 2403 to 2407 and 2415	3400	900	2050	930	2450	1800	1950	1400
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3600	940	2150	980	2600	1900	2050	1450
P-6	2453, 2454 and 2458	4050	1200	2450	1100	2950	2150	2350	1700
P-7	2476 and 2477	4300	1200	2650	1200	3150	2300	2550	1850
P-8, 10	2461 to 2474, 2478 to 2483	4500	1150	2700	1200	3250	2400	2600	1950
P-8, 10	2475, 2484 to 2491	4700	1250	2850	1300	3400	2500	2750	1950
P-11	3100 to 3109	3500	920	2100	950	2550	1850	2000	1420
P-12	3120 to 3129	....	....	....	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4400	1250	2700	1300	3200	2400	2600	1900
C-15, 32	2500, 2505 to 2507	2850	810	1750	830	2050	1550	1650	1200
C-17	2510 and 2511	3500	1000	2150	1050	2550	1900	2050	1500
C-18	3400 to 3409	4050	1150	2550	1200	2950	2200	2400	1750
C-19	3410 to 3426	4250	1200	2600	1250	3100	2300	2500	1850
TW-1	2900 to 2913	3400	970	2100	1000	2450	1850	2000	1500
TW-2, 3	2932 to 2952	2700	760	1650	780	1950	1450	1600	1150
TW-4, 6	2926 to 2931 and 2957	2600	710	1550	730	1850	1400	1500	1100
TW-8	2914 to 2923	3750	1050	2300	1100	2700	2050	2200	1550
A-3	3029	2550	640	1550	660	1850	1300	1450	1050
A-3	3025, 3036, 3052 and 3057	2700	670	1600	690	1950	1400	1550	1100
A-6	3000 to 3003	3150	810	1900	840	2250	1650	1800	1300
Mk-2, 4	3201 to 3240	5100	1400	3100	1450	3700	2750	3000	2200
Mk-5, 6	3241 to 3277	5600	1600	3450	1600	4100	3050	3300	2400
Mk-7, 8, 9	3300 to 3324	6150	1800	3800	1850	4500	3350	3650	2650
Mk-10	3295	4750	1350	2950	1400	3450	2600	2800	2050
Mk-11	3297 and 3298	4550	1300	2850	1350	3350	2500	2700	2000
F-1	3600 to 3652	6400	1850	3950	1900	4650	3500	3800	2800
F-3	3653 to 3667	7400	2100	4550	2150	5350	4000	4350	3200
F-4, 5	3668 to 3769	7750	2250	4800	2300	5650	4200	4600	3350
AM-2	3900 to 3911	7000	1950	4300	2050	5050	3800	4100	3100
MM-3	3930 and 3931	8550	2450	5300	2550	6250	4650	5050	3700
AC-1, 2, 3	4000 to 4048	8950	2600	5550	2700	6550	4900	5300	3950
AC-4, 5	4100 to 4125	....	....	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6000	1650	3650	1700	4350	3250	3500	2650
Mt-2	4385 to 4390	6500	1800	4000	1850	4700	3500	3800	2750
GS-1, 2	4400 to 4415	....	....	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	8700	2500	5350	2600	6350	4750	5150	3750
Allowance for Empty and nderloaded Cars	Less than 45 Ms. 6								
	45 Ms to 55 Ms. 3								
	More than 55 Ms. 0								

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 83 (A). At the following stations only the trains indicated will register:

Eugene........First-class trains.
Eugene Yard...Trains originating or terminating; No. 334 will register at telephone booth near east wye switch.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
704.37	Mapleton	706.34
739.61	Reedsport	741.13
764.28	Coos Bay	771.19
777.95	Overland	778.84
784.15	Coquille	786.87
794.02	Myrtle Point	795.36
801.91	Warner	802.95
806.75	Gaylord	808.10
811.85	Powers	

Eugene. Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483. Coos Bay Subdivision trains must use this running track to and from Eugene passenger station. Other trains must not use this track when such use will interfere with the movement of Coos Bay Subdivision first-class trains. Junction switch will be handled by herders.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Between Eugene Yard and Danebo..........OERy crossing.

RULE 99 (C). Will apply on Coos Bay Subdivision.

RULE 103 (A). When operating across highway on spur track serving Siuslaw Forest Products Co. at Mapleton, member of crew must be stationed in each direction along highway 300 ft. from track, with red flag by day, red light by night, to protect highway traffic.

RULE 104. The normal position of switches at junction points and end of double track is as follows:

Eugene..........Coos Bay line, for running track.
Eugene Yard....Coos Bay line, for yard track.
Fairview Jct.....CBLCo. connection, for SP main track.

RULE 105. Following tracks are designated for use as sidings:

Reedsport. Track opposite passenger station.

RULE 221. Eugene yard is train-order office for trains originating only.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty:

Coquille.

Trains must obtain clearance before leaving Coos Bay and Myrtle Point, but may leave Myrtle Point between 5:00 PM and 8:00 AM without obtaining clearance.

Eugene. Trains must obtain clearance before leaving Eugene, except trains terminating Eugene yard may leave Eugene without clearance.

RULE 505. AUTOMATIC BLOCK SYSTEM

Approaches to following tunnels protected by block signals:

Tunnel 13, from MP 668 to MP 671.9.
Tunnels 15 and 16 from MP 719.2 to MP 723.1.
Tunnel 19 from MP 744 to MP 748.

Coos Bay bridge. Block signal limits are from MP 763 to MP 765.1 from middle of Cordes siding to just west of west switch North Bend.

RULE 516. Overlap posts:

Eastward trains:
Cordes......1616 feet west of east switch.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when trailing through them, and speed of 25 MPH must not be exceeded passing over switch in facing movement:

Location		Normal Position	MPH
Eugene Yard	Switch to roundhouse lead	Switching lead	15
Eugene Yard	East switch No. 101 track	Switching lead	15
Eugene Yard	East switch No. 102 track	Switching lead	15

RULE 605. INTERLOCKING

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

Cushman Drawbridge Tower. Governs movement over Siuslaw River bridge just east of Cushman.

Reedsport Drawbridge Tower. Governs movement over Umpqua River drawbridge 0.6 miles west of Reedsport.

North Bend Drawbridge Tower. Governs movement over Coos Bay drawbridge 1.7 miles west of North Bend.

RULE 827. TRAIN INSPECTION

Freight trains may run without stopping for inspection not exceeding 50 miles, when in the judgment of conductor and engineer it is safe to do so.

AIR BRAKE RULES

RULE 39. Running test must be made by passenger trains as follows:

One mile east and west of Siuslaw River bridge Cushman; Umpqua River bridge Reedsport; Coos Bay bridge between Cordes and North Bend; and Coalbank Slough, Coos Bay.

MISCELLANEOUS

10.

Class of Engine	Restricted Tracks
Engines over 200,000 lbs. on drivers	Eugene—Jennings spur; Gas spur; House track; Woolen Mill spur; Allen & Lewis spur; Eugene Concrete Co. spur; Walters Bushong spur west of road crossing; Eugene Sand & Gravel Co. spur.
Engines over 200,000 lbs. on drivers	Eugene Yard—Spur at MP 649.8 Coos Bay line.
Engines over 122,000 lbs. on drivers	Coos Bay—Over connection between high line and No. 4 track.
Engines over 122,000 lbs. on drivers	Cedar Point—On siding.
All engines and cars	Mapleton—Beyond 1188 ft. from switch on Mill spur; beyond 792 ft. from switch on log loading spur.

Load limit (car and contents):
Myrtle Point-Powers......169,000 pounds.

16. Three wire line between Coos Bay and Coquille, two wire line between Coquille and Myrtle Point and single wire line between Myrtle Point and Powers is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

Trains on Coos Bay Subdivision handling logs loaded on flat or logging cars must stop before entering Tunnels 14 and 21 westward and Tunnels 13 and 18 eastward, and at Cordes to inspect condition of loads.

When train handling logs (except in gondolas) takes siding to meet an opposing train or to allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train has passed.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance From Rail
	All water tanks and water columns have impaired side clearance at spout.			
64.87	Long Tom-Noti	4th crossing Long Tom Crk.	-----	4.7
69.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
81.1	Globe-Austa	Tunnel No. 14	19.7	5.4
20.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
21.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
27.7	Ada-Booth	Tunnel No. 17	20.0	5.4
34.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
39.64	Gardiner-Reedsport	Umpqua River crossing	21.9	4.7
45.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
50.1	Willard-Lakeside	Tunnel No. 20	19.9	5.4
51.2	" "	Tunnel No. 21	20.0	5.4
63.64	Cordes-North Bend	Coos Bay crossing (dwarf signals)	-----	4.1
95.9	Myrtle Point-Broadbent	Coquille River bridge (1)	20.2	4.5
97.5	" " "	" " " (2)	20.2	4.5
00.6	Broadbent-Warner	" " " (5)	20.2	4.5
01.6	" "	" " " (7)	20.2	4.2
02.7	Warner-Gaylord	" " " (8)	19.0	3.8
08.7	Gaylord-Byerle	Rowland Creek bridge (9)	20.2	4.6
09.3	Byerle-Fensler	Tunnel No. 1	18.8	---
13.3	Fensler-Powers	Coquille River bridge (14)	18.5	4.5
	Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.			

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employes should be on guard for overhead cable or other obstructions.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Train and enginemen are cautioned to watch closely for impaired clearance signs.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except	15
On branch lines	12
Through any siding, crossover, turnout, or slip-switch, with engine backing, except	10
F-4-5 class engines backing through any switch	6

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

CBL saddle back engines 9 and 10 reduce to 15 MPH over all bridges and trestles between Myrtle Point and Coos Bay.

CBL saddle back engines 11 and 12 must not operate between Myrtle Point and Coos Bay.

SPEED OF TRAINS

REGULATED BY CITY ORDINANCE THROUGH CITY LIMITS	MPH
Eugene (Coos Bay Branch) MP 648.61	30

COOS BAY SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Eugene and Noti Rainrock and Coos Bay	Noti to Flagg Rainrock to Vaughn	Vaughn to Noti Flagg to Rainrock	Coos Bay to Myrtle Point	Myrtle Point to Coos Bay	Myrtle Point to Powers	Powers to Myrtle Point
E-23	1500 and 1502							
M-4	1617 to 1713	4000	3000	5500	830	1000		
M-6, 8	1721 to 1803, 1823 to 1825							
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836							
M-11	1832 to 1835							
T-1	2242 to 2271	3100	2300	5500	720	870		
T-8, 9	2161, 2174 and 2178	2450	1800	5500	490	600	560	1150
T-23	2301 to 2310							
T-26	2283 to 2299							
T-28, 31	2311 to 2362							
T-32, 40	2363 to 2384							
T-36	2103	3700	2750	6000	780	960		
T-37	2105 and 2106	5000	3700	8000	1050	1250		
T-57, 58	2385 and 2386	4500	3350	7400	940	1150		
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4500	3300	7400				
P-1	2400, 2403 to 2407 and 2415	4700	3500	6200				
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5000	3700	6450				
P-6	2453, 2454 and 2458							
P-7	2476 and 2477							
P-8, 10	2461 to 2474, 2478 to 2483							
P-8, 10	2475, 2484 to 2491							
P-11	3100 to 3109	4900	3600	6300				
P-12	3120 to 3129							
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6050	4500	8000	1300	1550		
C-15, 32	2500, 2505 to 2507	3900	2900	6000	820	1000		
C-17	2510 and 2511	4800	3550	7000	1050	1250		
C-18	3400 to 3409	5500	4150	8000	1200	1450		
C-19	3410 to 3426	5800	4300	8000	1250	1500		
TW-1	2900 to 2913	4650	3450	8000	1000	1200		
TW-2, 3	2932 to 2952	3500	2650	6000	730	890	890	1800
TW-4, 6	2926 to 2931 and 2957	3500	2650	6000	730	890	890	1800
TW-8	2914 to 2923	5200	3900	8000	1100	1300		
A-3	3029							
A-3	3025, 3036, 3052 and 3057							
A-6	3000 to 3003							
Mk-2, 4	3201 to 3240							
Mk-5, 6	3241 to 3277							
Mk-7, 8, 9	3300 to 3324							
Mk-10	3295							
Mk-11	3297 and 3298							
F-1	3600 to 3652							
F-3	3653 to 3667							
F-4, 5	3668 to 3769							
AM-2	3900 to 3911							
MM-3	3930 and 3931							
AC-1, 2, 3	4000 to 4048							
AC-4, 5	4100 to 4125							
AC-6 to 12	3800 to 3811, 4126 to 4294							
Mt-1, 3, 4, 5	4300 to 4376							
Mt-2	4385 to 4390							
GS-1, 2	4400 to 4415							
GS-3, 4, 5, 6	4416 to 4469							
SP-1, 2, 3	5000 to 5048							
Allowance for Empty and Underloaded Cars	Less than 45 Ms..........6 45 Ms to 55 Ms..........3 More than 55 Ms..........0							

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

MILEAGE

MAIN LINES

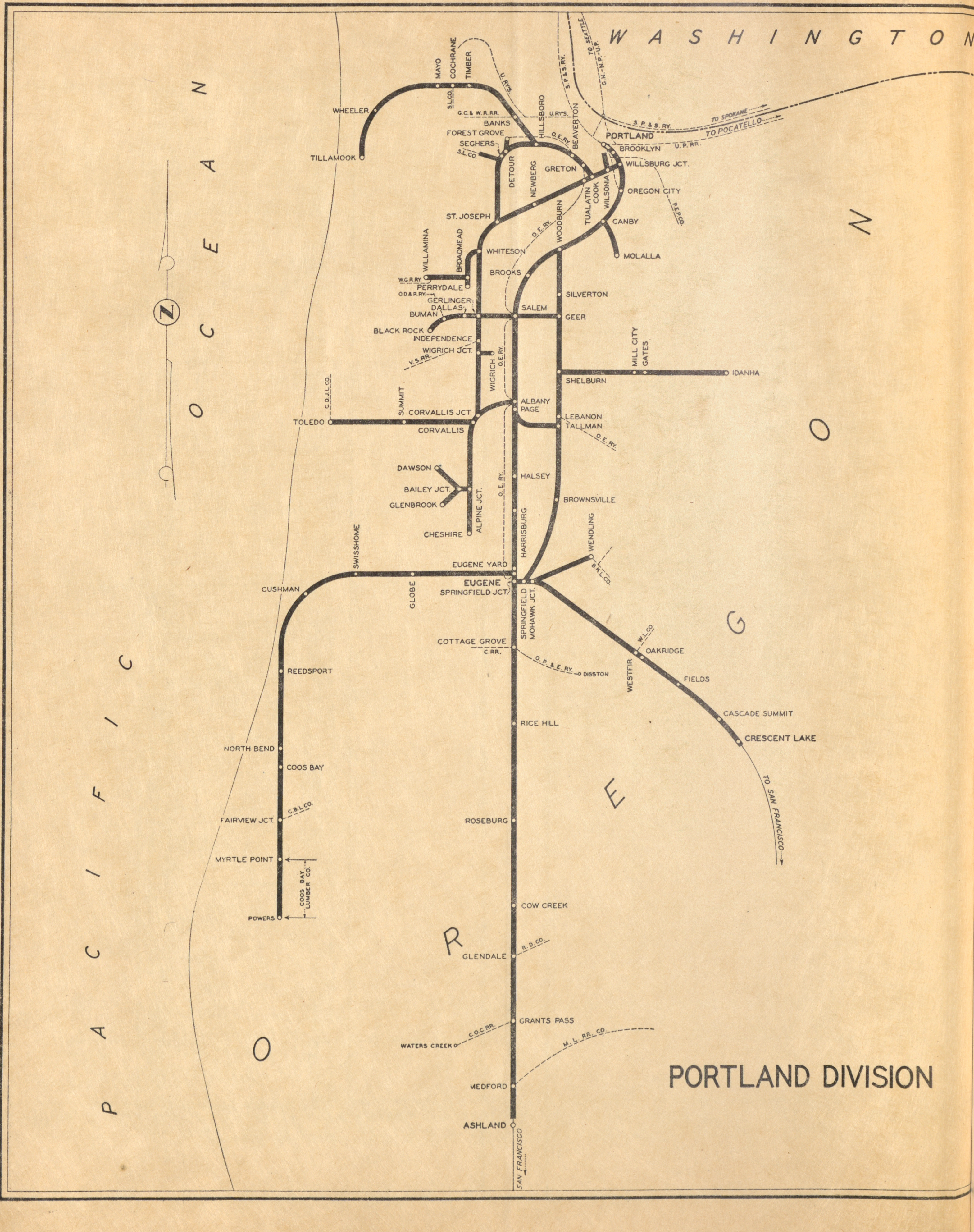
land to Portland	S. P. Co	339.47		
	Union Pacific	.06		
	N. P. T. Co	.26	339.79	
tron to M. P. 527 Crescent Lake	C. P. Ry		86.84	
ringfield Junction to Natron	S. P. Co		7.05	
Total Main Line				433.68

BRANCHES

ine	S. P. Co	Alpine Jct. to Glenbrook		6.10	
lfountain	S. P. Co	Bailey Jct. to Dawson		5.00	
s Bay	S. P. Co	Eugene to Myrtle Point	146.72		
	C.B.L.Co.R.R.	Myrtle Point to Powers	18.78	165.50	
ls City	S. P. Co	Salem to wye		28.36	
er	S. P. Co	Salem to Geer		6.81	
l City	S. P. Co	Shelburn to Idanha		45.81	
ferson St.	S. P. Co	Wilsonia to Jefferson St.		6.53	
lalla	S. P. Co	Canby to Molalla		10.28	
wberg	S. P. Co	St. Joseph to Cook		25.80	
rydale	S. P. Co	Broadmead to Perrydale		2.38	
lman	S. P. Co	Page to Tallman		7.69	
amook	S. P. Co	Willsburg Jct. to Tillamook		114.96	
ndling	S. P. Co	Mohawk Jct. to Wendling		15.73	
t Side	S. P. Co	Cheshire to Hillsboro		102.64	
lamina	S. P. Co	Whiteson to Willamina		19.77	
odburn-Springfield	S. P. Co	Woodburn to Springfield		92.94	
edo	S. P. Co	Albany to Toledo		74.43	
Total Branches					730.73
Total Portland Division					1164.41

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.6
55″	65.4
56″	64.2
57″	63.1
58″	62
59″	61
1′00″	60
1′01″	59
1′02″	58
1′03″	57.1
1′04″	56.2
1′05″	55.3
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.1
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.3
1′17″	46.7
1′18″	46
1′19″	45.5
1′20″	45
1′25″	42.3
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.6
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


WASHINGTON
PACIFIC OCEAN
OREGON
N
PORTLAND
BROOKLYN
WILLSBURG JCT.
OREGON CITY
CANBY
MOLALLA
TO SEATTLE
G.N.-N.P.-U.P.
S.P.& S.RY.
TO SPOKANE
TO POCATELLO
U.P. RR.
U.RY'S.
P.E.P.CO.
BEAVERTON
HILLSBORO
BANKS
FOREST GROVE
SEGHERS
S.L.CO.
G.C.& W.R.RR.
O.E.RY.
MAYO
COCHRANE
TIMBER
WHEELER
TILLAMOOK
DETOUR
NEWBERG
GRETON
TUALATIN
COOK
WILSONIA
ST. JOSEPH
WOODBURN
WHITESON
BROADMEAD
WILLAMINA
W.G.R.RY.
PERRYDALE
O.D.& R.RY.
GERLINGER
DALLAS
BUMAN
BLACK ROCK
INDEPENDENCE
WIGRICH JCT.
V.S.RR.
WIGRICH
BROOKS
SALEM
SILVERTON
GEER
MILL CITY
GATES
IDANHA
SHELBURN
ALBANY
PAGE
LEBANON
TALLMAN
C.D.J.L.CO.
SUMMIT
TOLEDO
CORVALLIS JCT.
CORVALLIS
DAWSON
BAILEY JCT.
GLENBROOK
ALPINE JCT.
CHESHIRE
HALSEY
BROWNSVILLE
HARRISBURG
WENDLING
B.K.L.CO.
SWISSHOME
EUGENE YARD
EUGENE
SPRINGFIELD JCT.
SPRINGFIELD
MOHAWK JCT.
CUSHMAN
GLOBE
COTTAGE GROVE
C.RR.
O.P.& E.RY.
DISSTON
W.L.CO.
OAKRIDGE
WESTFIR
FIELDS
CASCADE SUMMIT
CRESCENT LAKE
TO SAN FRANCISCO
REEDSPORT
RICE HILL
NORTH BEND
COOS BAY
C.B.L.CO.
FAIRVIEW JCT.
ROSEBURG
MYRTLE POINT
COOS BAY LUMBER CO.
POWERS
COW CREEK
R.D.CO.
GLENDALE
GRANTS PASS
C.O.C.RR.
WATERS CREEK
M.L.RR.CO.
MEDFORD
ASHLAND
SAN FRANCISCO

PORTLAND DIVISION